Royal Ocean 🥳 Racing Club

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MAKE NIGHTS COUNT.



" We use always the same trim torch, the MOB Carbon. With the MOB system if someone falls into the water we can throw it in the water knowing it will act as a MOB light. But it is also a very powerful trimming light."

- Charles Caudrelier, Dongfeng Race Team's skipper

Image Credit - Jeremie Lecaudey Volvo Ocean Race

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INTRODUCTION

This Notice of Race (NoR) consists of two main sections. Part 1 applies to all RORC organised races and includes Rules that affect every race unless modified by Part 2, which details Rules that apply to specific races. When a Rule is modified in Part 2, it takes precedence over the Rule in Part 1. Specific races which have a separate NoR (see 1.1 Programme) are exempt from this document. Races organised in association with the RORC will have their own NoR and details of races that are not part of the RORC Season's Points Championship are included in this NoR for information only.

DEFINITIONS

Class - Class includes IRC, ORC and MOCRA rating systems, or appropriate One-Design Classes.

Closing Date - is the date after which a late entry/late payment fee is charged and cancellation fees apply.

Competitor - a person who races or intends to race in an event.

Documents Page - can be found at www.rorc.org/racing/racedocuments

High Points Scoring System - the boats are ranked in order of points scored. Highest Points score wins.

Inshore Regatta - Inshore Regattas in 2019 run by the RORC will have separate NoRs detailed at www.rorc.org

Emergency Contact - is the person to be informed in case of emergency. The nominated Emergency Contact must be available to contact for the duration of the race and cannot be a Competitor in the race.

Offshore Race - Offshore Races are OSR Category 0, 1, 2 and 3 plus Category 2 liferaft. Races identified as part of the RORC Season's Points Championship. See NoR 1.1.

Rating Deadline - is the latest date by which a valid Rating or Class Certificate shall be issued to the boat.

SailGate - The RORC online entry and Crew Management system at rorc. sailgate.com

Sailing School Yacht - must be entered by a bona fide sailing school, affiliated to a National Authority and having on board a crew consisting of at least 50% paying students (not instructors).

Service Yacht - is one which is crewed by regular and reserve personnel of the Armed Services, affiliated to or approved for this purpose by the Association of Services Yacht Clubs, but may include one non-serving owner or owner's representative.

TERMINOLOGY

The use of the masculine gender shall be taken to mean either gender.

Significant changes for 2019 are in red font.

Cover Photo: ROLEX/Carlo Borlenghi Page 3 Photo: RORC/Paul Wyeth/www.pwpictures.com 1000

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Contacts

RORC Race Office	London Clubhouse	Cowes Clubhouse	Rating Office
The Disrespect 82, High Street Cowes Isle of Wight PO31 7AJ	20, St James's Place London SW1A 1NN	The Parade Cowes Isle of Wight PO31 7QU	Seahorse Building Bath Road Lymington Hampshire S041 3SE
Tel: +44 1983 295144 Fax: +44 207 493 5252 Email: racing@rorc.org	Tel: +44 207 493 2248 Fax: +44 207 493 5252 Email: info@rorc.org	Tel: +44 1983 293581 Fax: +44 1983 294385 Email: cowes@rorc.org	Tel: +44 1590 677030 Fax: +44 1590 679478 Email: info@rorcrating.com
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Photo: RORC/Paul Wyeth/www.pwpictures.com

1 PART 1 - GENERAL RULES

The rules of Part 1 shall apply to all races in this Notice of Race except where otherwise stated in Part 2 or Sailing Instructions.

ORGANISING AUTHORITY

The Organising Authority is the Royal Ocean Racing Club (RORC).

Photo: ROLEX/Carlo Borlenghi

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1.1 PROGRAMME

The programme shows races that are organised by the RORC or in association with the RORC. Only races with a Points Factor will count towards the RORC Season's Points Championship.

Race	Date	Destination/ Location	Distance (nm)	Points	Page
RORC Transatlantic Race	Saturday 24 November (2018)	Lanzarote – Grenada	2,995	1.5	-
RORC Caribbean 600*	Monday 18 February	Antigua	600	1.4	20
Dubai to Muscat Race*#	Thursday 28 February	Dubai – Muscat	360	-	21
Hong Kong to Puerto Galera Race*#	Tuesday 16 & Wednesday 17 April	Hong Kong – Philippines	650	-	21
RORC Easter Challenge	Friday 19 – Sunday 21 April	Cowes	-	-	37
Cervantes Trophy Race	Saturday 4 May	Cowes – Le Havre	110 - 160	1.0	21
Vice Admiral's Cup*	Friday 10 – Sunday 12 May	Cowes	-	-	37
Cowes Spring Classics*#	Friday 17 – Sunday 19 May	Cowes	-	-	37
Myth of Malham Race	Saturday 25 May	Cowes – Eddystone – Solent	256	1.2	22
Bank of England Regatta*#	Saturday 25 – Sunday 26 May	Cowes	-	-	39
North Sea Race (Vuurschepenrace 28th May)	Friday 31 May	Harwich - Scheveningen	140 - 185	1.2	23
De Guingand Bowl Race	Saturday 8 June	Cowes – Marks – Solent	110 - 160	1.0	24
Cowes Keelboat Series*#	Sat 8 – Sun 9, Sat 15 - Sun 16 June	Cowes	-	-	39
Dun Laoghaire to Dingle Race*#	Wednesday 12 June	Dun Laoghaire – Dingle	300	-	25
Morgan Cup Race	Friday 21 June	Cowes - Dieppe	110 - 160	1.0	25
Transatlantic Race 2019*#	Tuesday 25 June	Newport, RI – Cowes	2,960	-	26
East Coast Race*#	Friday 28 June	West Mersea – Oostende	130	1.0	27
Isle of Man Midnight Race*#	Friday 5 July	Liverpool – Douglas	100	1.0	27
IRC National Championship*	Friday 5 – Sunday 7 July	Cowes	-	-	41
La Trinité-sur-Mer – Cowes*#	Sunday 7 July	La Trinité – Cowes	350	-	28
Cowes Dinard St Malo Race	Friday 12 July	Cowes – Dinard – St Malo	151	1.0	28
Telegraph Bowl for XOD*	Saturday 27 – Sun 28 July	Cowes	-	-	42
Cowes Keelboat Championship*	Saturday 27 – Sun 28 July	Cowes	-	-	42
Channel Race	Saturday 27 July	Cowes – Marks – Solent	110 - 160	1.0	29
Rolex Fastnet Race	Saturday 3 August	Cowes – Fastnet – Plymouth	608	1.5	30
Cherbourg Race	Friday 6 September	Cowes - Cherbourg	75	1.0	33
IRC Double Handed Nat. Champ*	Saturday 14 – Sunday 15 Sept	Cowes	-	-	42
Contessa 32 Regatta*	Saturday 21 – Sunday 22 Sept	Cowes	-	-	-
Etchells National Championship*	Friday 27 – Sunday 29 Sept	Cowes	-	-	42
Hong Kong to Vietnam Race *#	Wednesday 16 October	Victoria (HK) – Nha Trang	673	-	34
Rolex Middle Sea Race*#	Saturday 19 October	Valletta	606	1.4	34
Raja Muda Selangor Int. Regatta*#	Saturday 23 November	Malaysia/Thailand	-	-	36
RORC Transatlantic Race**	Saturday 23 November	Lanzarote – Grenada	2,995	1.5	36

 $\ast\ast$ The 2019 RORC Transatlantic Race is the first race of the 2020 Season's Points Championship.

* See the individual event Notice of Race available from the RORC or event websites.

#Organised under the auspices of, or in association with, the RORC.

1.2 RULES AND REGULATIONS

1.2.1 ENGLISH LAW

This Notice of Race, and the terms of the contract created by entering a boat into any race or event governed by this Notice of Race, shall be governed by and construed in accordance with English law. Any dispute which cannot be resolved under Part 5 of the Racing Rules of Sailing shall be referred to the exclusive jurisdiction of the English Courts.

1.2.2 RACING RULES OF SAILING

The rules as defined in the Racing Rules of Sailing (RRS). (http://www.sailing.org/documents/racingrules/)

Appendix WP (rules for racing around waypoints) will apply when specified in the Sailing Instructions.

1.2.3 NATIONAL AUTHORITY PRESCRIPTIONS

The prescriptions of RYA will apply (https://www.rya.org.uk/ racing/racing-rules/Pages/the-rules-and-rya-prescriptions. aspx). No other National Authority prescriptions will apply.

1.2.4 CLASS RULES

The Rules and Regulations of appropriate One-Design and/or Class rules, IRC Rules Parts A, B & C, ORC and MOCRA Rules.

1.2.5 2019 WORLD SAILING OFFSHORE SPECIAL REGULATIONS (OSR)

The World Sailing Offshore Special Regulations, any amendments thereto for 2019, and RORC Prescriptions. Where details of Offshore Special Regulations cannot be met the Committee may accept an alternative.

1.2.6 INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA

Except when changed in Sailing Instructions, the Rules of RRS Part 2 are replaced by the right-of-way Rules of IRPCAS (International Regulations for Preventing Collisions at Sea), or by government right-of-way rules, between the times of local sunset and sunrise. A boat may take a time penalty as specified in the Sailing Instructions when she may have broken this rule while racing.

1.2.7 NOTICE OF RACE

This Notice of Race and any amendments thereto will be available from the RORC Office and published on the RORC website.

1.2.8 SAILING INSTRUCTIONS

Sailing Instructions will be emailed to Competitors after the Closing Date for each race. They may also be displayed on the Documents Page of the RORC website.

Note: Sailing Instructions shall take precedence over the Notice of Race.

1.3 ADVERTISING

Boats may be required to display advertising chosen and supplied by the Organising Authority.

1.4 RESPONSIBILITY

1.4.1 THE PERSON IN CHARGE

Yacht racing can be dangerous. The attention of Persons in Charge is drawn to RRS Fundamental Rule 4: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone" and to Special Regulation 1.02.1 which begins: "The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge...."

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event,

each competitor agrees 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, their crew and their boat to such inherent risk whilst taking part in the event;

b) they are responsible for the safety of themselves, their crew, 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 and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;

f) they are responsible for ensuring that their boat is equipped and seaworthy so as to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed, in date and familiar to the crew.

The RORC, its sponsors, and other organising clubs accept no responsibility or liability for loss of life or injury to members or others, or for the loss of, or damage to, any vessel or property.

1.4.2 STARTING AND CONTINUING TO RACE

The Race Committee will make starting signals unless in their opinion it is manifestly unsafe for any of the boats entered to remain in the vicinity of the starting line. Each boat shall exercise her responsibility under RRS Fundamental Rule 4 and decide whether or not to start or to continue to race.

1.4.3 RACE DECLARATION(S)

No boat will be accepted as an entry unless the Person in Charge has, before the start of the race, signed a declaration in the terms set out in NoR 1.14. The RORC reserves the right to require a signed declaration, in the terms set out in NoR 1.14, from each crew member.

1.4.4 SAFETY AND LIFE SAVING EQUIPMENT

For all Offshore Races; Competitors' attention is drawn to RRS 1.2 life-saving equipment: "Each Competitor is individually responsible for wearing a personal flotation device adequate for the conditions."

However, in Offshore Races a combined Lifejacket and Harness shall be worn when on deck:

- Between the hours of sunset and sunrise
- When alone on deck
- When reefed
- When the true wind speed is 25 knots or above

- When the visibility is less than 1 nautical mile

See also Special Regulation 5.02.

1.5 ELIGIBILITY - THE BOAT

1.5.1 BOAT SIZE

Except where stated otherwise the maximum size for any boat is: monohull 30.5 metres/100ft LH (LOA), multihull 21.5 metres/70ft. The minimum size for monohulls is determined by their rating. See NoR 1.5.3 Classes. The minimum LH (LOA) for multihulls is 9.15 metres/30ft.

1.5.2 SUITABILITY

The minimum crew on any monohull shall be three apart from as allowed under NoR 1.5.3.1.4 Two-Handed Class.

1.5.3 EXCLUSION OF BOATS OR COMPETITORS

RRS 76.1 is changed to apply to each race rather than the first race of the series.

1.5.4 CLASSES

1.5.4.1 IRC - Boats rating 0.850 and greater

IRC Rules Parts A, B, and C shall apply, except as varied below or in the Sailing Instructions.

1.5.4.1.1 IRC Endorsed Certificates

IRC Endorsed Certificates are only required for the IRC National Championship.

1.5.4.1.2 IRC Rule 22.4.2 - Crew Numbers

IRC Rule 22.4.2 is deleted and replaced by "The maximum number of crew that may sail aboard a yacht shall be the number shown on the certificate. There is no weight limit."

NOTE: The above provision overrides IRC Rule 22.4.2 in respect of One-Design classes. However a Class may wish for its own purposes to apply its own crew limits of less than the RORC scale shown here. It is recommended that the Person in Charge consult their Class Association and the RORC.

1.5.4.1.3 Automatic and Wind-vane devices for Steering

Automatic and wind-vane devices for steering may be carried but not used except as stated in NoR 1.5.4.1.4 Two-Handed Class.

1.5.4.1.4 Two-Handed Class

A Two-Handed Class within IRC will be available in Offshore Races. Boats will be eligible for both Two-Handed and IRC Rating band class trophies. Within the Two-Handed Class there will also be prizes for mixed crews (a male and a female). Automatic or windvane steering is permitted (changes RRS 52). Entries must satisfy the committee that they have suitable and adequate experience and that their boat is appropriately organised for two-handed sailing.

1.5.4.2 ORC Club - Boats rating 0.9000 and greater

In the North Sea Race boats may enter in ORC Club (ORCi certificates are acceptable).

1.5.4.3 Multihulls - Boats rating 1.100 and greater

Offshore multihulls with Multihull Offshore Cruising and Racing Association (MOCRA) rating certificates may enter a multihull division in Offshore Races. The minimum crew for multihulls is two. In two-handed multihulls the use of automatic or wind-vane steering is permitted. This changes RRS 52.

Open multihulls may race without any rating.

1.5.4.4 Level Racing

When at least six boats from a class, which in itself races "level" and is recognised by the RORC, take part in a race, a class result may be provided. With prior permission from the RORC certain classes may be allowed to race under class rules within RORC racing (e.g. IMOCA 60, Class40).

Class	TCC Range	Class Flag
IRC Zero	1.275 and greater	Pennant 0
IRC One	1.101 - 1.274	Pennant 1
IRC Two	1.051 - 1.100	Pennant 2
IRC Three	1.004 - 1.050	Pennant 3
IRC Four	0.850 - 1.003	Pennant 4
ORC Club	0.900 and greater	Pennant 5
Multihull (MOCRA)	1.100 and greater	Pennant 8

1.5.5 CLASSES AND CLASS FLAGS

Note: Boats with Canting Keels will race in the class appropriate to their TCC. The RORC reserves the right to amend the class bands in the light of 2019 data. Class bands may be changed for Inshore Regattas.

When racing, the appropriate Class flag or flags shall be prominently displayed from a backstay, or at the stern on a boat with no backstay. Boats shall provide their own Class flag.

1.5.6 RATINGS, RATING AND CLASS CERTIFICATES

Boats shall hold valid Rating/Class certificate(s) on the Rating Deadline. Boats racing under IRC are not required to submit a copy of their certificate to the RORC. Boats holding other Rating/ Class certificates shall submit a copy of their certificate(s) to the RORC by the Rating Deadline. Changes to Ratings and Class certificates will only be accepted after the Rating Deadline in exceptional circumstances at the discretion of the RORC. Every boat racing shall have on board a current valid signed copy of the Rating and/or Class certificate for the Class or Classes in which she is racing.

1.5.7 WORLD SAILING OFFSHORE SPECIAL REGULATIONS (OSR) AND RORC PRESCRIPTIONS

The OSR category which applies to each race depends on the nature of the race and is specified in Part 2 for each race.

RORC Prescriptions can be found on page 66 of this Notice of Race.

Inshore Regattas use the World Sailing Special Regulations for inshore racing – Appendix B with VHF radio.

Weekend Offshore Races are Category 3 with a Category 2 compliant liferaft and AIS Transponder.

Long Offshore Races are usually Category 2 or Category 1. The complete World Sailing Offshore Special Regulations with RORC Prescriptions are in Appendix 1 to this Notice of Race. The World Sailing Special Regulations for inshore racing can be found in Appendix 2.

1.5.7.1 OSR Compliance

Responsibility for compliance rests with the Person in Charge. However the RORC will endeavour to help Competitors to understand the OSR and reserves the right to conduct an OSR inspection on any boat at any time.

For Inshore Regattas only, the entrant shall complete an online declaration, using the online entry system SailGate, stating that the boat complies with the World Sailing Special Regulations for inshore racing.

For Offshore Races the Person in Charge shall, before the Closing Date of their first Offshore Race of the season, complete an Offshore Special Regulations (OSR) Checklist (available on the Documents Page) to the appropriate Category.

Only one checklist appropriate to the race category is required from the Person in Charge unless changes are made to the equipment onboard or the yacht changes ownership or charterer.

Checklists from other organisations may also be accepted if they are current, completed to the appropriate race category, comprehensive and based on the World Sailing Offshore Special Regulations.

1.5.7.2 Automatic Identification System (AIS)

Boats shall carry an AIS Transponder in all Offshore Races. See OSR 3.29.1.

Competitors shall ensure that the racing name of the boat is transmitted rather than just the MMSI number.

Competitors shall ensure that their AIS Transponder is switched

Spinlock BE ADVENTURE-PROOF





Sail Sense is a revolutionary new sensor which helps you be smarter about your sail management. Small and lightweight, Sail-Sense attaches permanently to the sail, measuring key performance data such as UV, hours of use, flogging and tracking.

FEATURES

- 🛚 Negligible size and weight
- **** Tamper proof record of a sails lifetime history
- ${
 m N}$ Monitor the 'health score' of every sail used. See how, when and where a sail has been used
- 🛚 Measures: hours in use, UV exposure, G-Force and Flogging
- 🛚 Sail can be tracked, traced and located
- ${
 m I\hspace{-0.1em}I}$ App allows users to log, review and export the data recorded

TECHNICAL DETAILS

- **** Sewn attachment to the sail
- 🛚 Fitted during sail manufacture or added as an aftermarket accessory
- 🛚 5 years battery hours depending on use





on and capable of transmitting and receiving at all times during Offshore Races.

1.6 STABILITY AND SAFETY INDICES

In accordance with OSR 3.04.3 the RORC uses minimum stability/ buoyancy indices. For boats competing under IRC either SSS or STIX and AVS Indices are used depending on the series date of the boats and the category of the race. Monohull boats not racing under IRC shall satisfy the RORC that they meet the requirements of other stability indices for the category of race.

In exceptional circumstances the RORC may accept other indicators as to the suitability of the boats for a given category of race.

1.6.1 SSS OR STIX AND AVS

1.6.1.1 Category 1 and 2 Races:

Boats with series date of 1995 and later will be categorised under STIX only.

Boats with series date before 1995 may be categorised under either STIX or SSS.

1.6.1.2 Category 3 Races:

Boats with series date of 2000 and later will be categorised under STIX only.

Boats with series date before 2000 may be categorised under either STIX or SSS.

1.6.1.3 Inshore Races:

Boats may be categorised under either STIX or SSS.

1.6.2 MINIMUM PERMITTED VALUES

for full details.

For OSR Category 0, 1 and 2 races and for two-handed boats the RORC will ask the crew to provide evidence of training to OSR Section 6. This is the World Sailing (ISAF) Offshore Crew Safety Course. Equivalent qualifications may be accepted. For details of the Training Requirements for a race see the appropriate race page in Part 2.

1.7.5 First Aid Requirement

There are requirements for First Aid training in all Categories of Race. See OSR 6.04 and 6.05.

For OSR Category 0, 1 and 2 races the RORC will ask the crew to provide evidence of First Aid training to OSR Section 6.

1.8 RACE ENTRY

1.8.1 ENTERING A RACE

Each boat shall enter using SailGate, the online entry system. Submission of an entry will not guarantee a place in a race; all other entry requirements must be completed to the satisfaction of the RORC.

1.8.2 PAYMENT

Payment of the race entry fee shall be received by the RORC on or before the Closing Date, except for entries for the Rolex Fastnet Race which are subject to 50% of the race entry fee being paid within 10 days of entering.

Credit/debit cards are accepted through the online entry system or by phone. The RORC may accept other payment methods.

NB: No competitor is considered an official entrant into a race

OSR Category	Category 1	Category 2	Category 3	Inshore			
STIX minimum	32	32	23	14			
AVS minimum	130-0.002*m	130-0.002*m	130-0.005*m	90			
SSS minimum 35 28 15 10							
Where m is the boat's Minimum Sailing Weight							

1.7 ELIGIBILITY - COMPETITORS

1.7.1 SHORESIDE CONTACT

For Inshore Regattas only, the entrant shall nominate a Shoreside Contact. This person must be available on the phone number(s) supplied to the RORC throughout the regatta and shall not be a Competitor. In an emergency the RORC will phone the Shoreside Contact who shall act as the link on behalf of the crew. The Shoreside Contact shall hold the Emergency Contact details for all of the crew. A Shoreside Contact form is available on the Documents Page.

1.7.2 OFFSHORE CREWLIST

For Offshore Races an Offshore Crewlist complete with full Emergency Contact details shall be supplied to the RORC through SailGate. A boat shall not sail with a crew member who has not accepted their invitation to race and who has not completed their personal details and emergency contact details on SailGate.

1.7.3 Experience Requirement

For OSR Category 0, 1 and 2 races there are Experience Qualification Requirements. See Part 2 for details.

1.7.4 Training Requirement

There are basic training requirements for all Categories of Race. See section 6 of the World Sailing Offshore Special Regulations until all outstanding entry fees have been finalised with the RORC.

1.8.2.1 Late Payment

When Entry Fees are received after the Closing Date, a Late Entry Fee may be charged. See NoR 1.8.5

1.8.3 CANCELLATIONS AND REFUNDS

Cancellations before the Closing Date will be eligible for a full refund of the race entry fee, except for the Rolex Fastnet Race where the 50% deposit is non-refundable.

Cancellations after the Closing Date will be eligible for a refund of 50% of the standard race entry fee.

If the Person in Charge fails to notify the RORC of cancellation as described above he/she shall pay the full fee without refund unless good reason can be shown.

Refunds will be sent to the credit card used for payment. For payments made by other means, refunds will be made against a written claim that must be received no later than Tuesday 31st December 2019.

1.8.4 STANDARD ENTRY FEES - SHOWN IN STERLING

LH (LOA) (m)		Offshore Wee	kend Races	Inshore F	Regattas	Rolex Fastnet Race and Caribbean 600 (2020)		
		Non-Members	Members (Discount)	Non-Members	Members (Discount)	Non-Members	Members (Discount)	
Below 9.00		90	63 (27)	210	147 (63)	507	355 (152)	
9.00	9.99	102	71 (31)	247	173 (74)	577	404 (173)	
10.00	10.99	116	81 (35)	285	199 (86)	649	454 (195	
11.00	11.99	136	95 (41)	345	241 (104)	758	530 (228	
12.00	12.99	155	109 (46)	396	277 (119)	854	597 (257	
13.00	13.99	196	137 (59)	515	360 (155)	1072	750 (322	
14.00	14.99	228	160 (68)	610	427 (183)	1246	901 (345	
15.00	15.99	302	211 (91)	820	574 (246)	1631	1286 (345	
16.00	16.99	394	276 (118)	1085	759 (326)	2120	1775 (345	
17.00	17.99	508	356 (152)	1414	1069 (345)	2723	2378 (345	
18.00	18.99	680	476 (204)	1906	1561 (345)	3249	2904 (345	
19.00	19.99	713	499 (214)	2000	1655 (345)	3535	3190 (345	
20.00	20.99	748	523 (225)	2100	1755 (345)	3834	3489 (345	
21.00	21.99	787	551 (236)	2211	1866 (345)	4120	3775 (345	
22.00	22.99	819	573 (246)	2306	1961 (345)	4362	4017 (345	
23.00	23.99	853	597 (256)	2404	2059 (345)	4541	4196 (345	
24.00	24.99	886	620 (266)	2499	2154 (345)	4721	4376 (345	
25.00	25.99	926	648 (278)	2611	2266 (345)	4926	4581 (345	
26.00	26.99	960	672 (288)	2710	2365 (345)	5107	4762 (345	
27.00	27.99	993	695 (298)	2804	2459 (345)	5281	4936 (345	
28.00	28.99	1026	718 (308)	2899	2554 (345)	5454	5109 (345	
29.00	29.99	1067	747 (320)	3014	2669 (345)	5665	5320 (345	
30.00+		1106	774 (332)	3131	2786 (345)	191/m	191/m (345	

Note: A discount of 30% of the race entry fee is applied for RORC Members. The discount is capped at the value of an ordinary UK member subscription (£345) and this is applied to each race entry fee. For the 2H National Championship the entry fee is £170/£200 (late entry)

1.8.5 LATE ENTRY FEES

Entries after the Closing Date and at least 48 hours before the start may be accepted on payment of an additional sum of half the standard entry fee.

1.9 COURSES

Courses will be outlined in Part 2 and detailed in the Sailing Instructions.

The Race Committee may set different courses for different Classes. In this instance the results in IRC Overall will be calculated on Corrected Time for the longest course using a boats average speed. This changes RRS A3.

1.10 PENALTIES

1.10.1 TAKING A PENALTY (RRS 44)

Unless changed by the Sailing Instructions, the Two-Turns Penalty for breaking a rule of RRS Part 2, described in RRS 44.1, shall apply.

1.10.2 PENALTIES FOR INFRINGEMENTS OF OTHER RULES

Penalties for infringements of other rules will be detailed in the Sailing Instructions and may be less than disqualification.

1.11 COMMUNICATION

A boat may, without infringing RRS 41, request and receive repetition of information broadcast by the Race Committee, or be told whether or not a broadcast has been made.

1.11.1 RRS 41 - OUTSIDE HELP

Rule 41(c) is replaced by:

"A boat shall not receive help from any outside source, except (c) help in the form of information which is freely available to all boats, which shall include navigational, weather, tide or current information from any source which is available to all boats whether or not by payment of a fee or subscription, but shall not include any information gathered or the subject of interpretation by, or any advice received from, any source not on board the boat and which is specific to the boat and her situation."

By way of example and interpretation: downloading charts, weather and/or tidal GRIB files from subscription services, or having such information passed to the boat in its pure form, is permitted **but receiving messages or information which is the result of interpretation as it applies to the boat is not permitted.**

1.12 SCORING

1.12.1 OFFSHORE RACES

1.12.1.1 RORC Points Table - Based on the Cox-Sprague System

The scoring system for Offshore Races will be the High Points System below; RRS Appendix A is changed: paragraphs A2 and A9 shall not apply.

1.12.1.2 RRS A3 - Scoring

The final sentence in RRS A3 – Scoring is modified to read "However, when a handicap or rating system is used a boat's corrected time, rounded to the nearest second, shall determine her finishing place". When IRC Classes sail different courses the IRC Overall result will be determined by Corrected Time for the longest course using a boat's average speed. The Course Distances will be determined by the Race Committee.

Num	per of S	Startei	rs																
10	11	12	13	14	15	16	17	18	19	20+	Place	Place	Pts.	Place	Pts.	Place	Pts.	Place	Pts.
90	91	92	93	94	95	96	97	98	99	100	1	21	58.5	27	55.5	33	52.5	39	49.5
84	85	86	87	88	89	90	91	92	93	94	2	22	58.0	28	55.0	34	52.0	40	49.0
80	81	82	83	84	85	86	87	88	89	90	3	23	57.5	29	54.5	35	51.5	41	48.5
76	77	78	79	80	81	82	83	84	85	86	4	24	57.0	30	54.0	36	51.0	42	48.0
73	74	75	76	77	78	79	80	81	82	83	5	25	56.5	31	53.5	37	50.5	42	47.5
70	71	72	73	74	75	76	77	78	79	80	6	26	56.0	32	53.0	38	50.0	etc.	etc.
68	69	70	71	72	73	74	75	76	77	78	7								
66	67	68	69	70	71	72	73	74	75	76	8	DNF o	r RAF =	10 pts.					
64	65	66	67	68	69	70	71	72	73	74	9	DNC, I	ONS, DS	GQ, DNE	, DGM =	= 0 pts.			
62	63	64	65	66	67	68	69	70	71	72	10	After p	olace 50), points	s reduc	e for ea	ch subs	sequent	
	61	62	63	64	65	66	67	68	69	70	11	place	by 0.3 t	o a flat	minimu	um of 11	.0		
		60	61	62	63	64	65	66	67	68	12								
			59	60	61	62	63	64	65	66	13								
				59	60	61	62	63	64	65	14								
					59	60	61	62	63	64	15								
						59	60	61	62	63	16								
							59	60	61	62	17								
								59	60	61	18								
									59	60	19								
										59	20								

Points obtained from the table (excluding points for DNF or RAF which are always 10) are multiplied by the points factor. Details can be found in Part 2 of this Notice of Race. Note: For points factors in series scores see: 1.13.1.1 Season's Points Championship Trophies and Special Awards.

1.12.1.3 RRS A11 - Scoring Abbreviations

 ${\sf RRS}\,{\sf A11}$ – ${\sf Scoring}\,{\sf Abbreviations}$ is changed to add: ${\sf RAF}$ – ${\sf Retired}\,$ after finishing.

1.12.2 NUMBER OF RACES

A minimum of three races must be completed to constitute a series.

1.13 TROPHIES AND PRIZES

The interpretation of the terms of award for all trophies and prizes will be made by the RORC Committee, whose decision is final. Trophies will only be awarded to boats which have completed the relevant races. When no boat qualifies to win a particular trophy the Race Committee may, at its discretion, award it otherwise.

The Club holds the winners of trophies and their cases (where appropriate), responsible for all damage or loss and strongly recommends that winners take out adequate insurance. Winners are responsible for having the trophy suitably engraved and are also liable for all return carriage costs. If a trophy is returned without engraving or without its case (where appropriate), the RORC reserves the right to charge the cost of the engraving and/ or replacing the case (where appropriate) to the winner. Trophies shall be returned to the Club when requested by the Race Office.

1.13.1 SEASON'S POINTS CHAMPIONSHIP TROPHIES AND SPECIAL AWARDS

The Annual Challenge Trophies and Special Awards will be presented at the Annual Dinner.

1.13.1.1 SEASON'S POINTS CHAMPIONSHIP CLASS TROPHIES

A boat's best points factor race, with a factor above 1.0, will be scored at the points factor shown in 1.1 Programme. Further



Photo: RORC/Paul Wyeth/www.pwpictures.com

points factor races will be scored at 1.0. A boat's best five Offshore Races to count.

GBR

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236R

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- e sails@fastnet-marine.co.uk
- w fastnet-marine.co.uk

Trophy	Presented for	2018 Winner
Europeans Cup	IRC Zero	Lady Mariposa, Lady Mariposa Racing Inc.
Trenchemer Cup	IRC One	Hooligan VII, Ed Broadway
Emily Verger Plate	IRC Two	Scarlet Oyster, Ross Applebey
Grenade Goblet	IRC Three	Game On, Ian Hoddle
Cowland Tropy	IRC Four	Foggy Dew, Noel Racine
Psipsina Trophy	Two-Handed Class	Game On, Ian Hoddle
Boyd Trophy	Mixed Two-Handed Division	Bellino, Rob Craigie & Deborah Fish
RORC Decanter	Multihull	Buzz, Ross Hobson
The Concise Trophy	Class 40	Concise 8, Tony Lawson / Jack Trigger
Oldland/Watts Aquadanca Trophy	For the Sigma 38 wih the highest Season's Points	Spirit, Paul Scott
J/109 RORC Trophy	For the J/109 with the highest score from her best five points races including the Rolex Fastnet Race.	Jelenko, Trevor Sainty (2017)

1.13.1.2 SEASON'S POINTS CHAMPIONSHIP TROPHIES - IRC

A boat's best points factor race, with a factor above 1.0, will be scored at the points factor shown in 1.1 Programme. Further points factor races will be scored at 1.0. All Offshore Races to count.

Trophy	Presented for	2018 Winner			
Jazz Trophy	IRC Overall	British Soldier, Army Sailing Association			
Keith Ludlow Trophy	Navigator of the IRC Overall Yacht	Will Naylor/Phil Caswell, British Soldier			
David Fayle Memorial Cup	Best Sailing School Yacht	Arthur Logic, Sailing Logic			
Serendip Trophy	Best Series Produced Yacht	British Soldier, Army Sailing Association			
	The Serendip Trophy will be presented to the best Cruiser-Racer series produced yacht as decided by the Committee.				
Dillon Perpetual Ladies' Trophy	Top Mixed Crew Containing 30% Female Sailors	New Trophy for 2019			
Haylock Cup	Best British Service Yacht	British Soldier, Army Sailing Association			
Stradivarius Trophy	Best Overseas Yacht	Foggy Dew, Noel Racine			
Arambalza Swan Cup	Best Swan	Lyra of London, Miles Delap			
Alan Paul Trophy	Consistent high performance Jangada, Richard Palmer				
		I fleet overall points (all races to count) plus a] when R=races completed. Class Season's Points			

1.13.1.3 SPECIAL AWARDS

Trophy	Presented for	2018 Winner			
Somerset Memorial Trophy	Yacht of the Year Ichi Ban, Matt Allen				
	Awarded for outstanding racing achievement by a yacht owned or sailed by a RORC member as voted for by the RORC Main Committee.				

Trophy	Presented for	2018 Winner					
Assuage Trophy for RORC		Game On, Ian Hoddle					
Members	For the yacht, owned or skippered by a RORC member, with the most RORC points in IRC Overall in the Cherbourg Race plus her best three races taken from Cervantes, Morgan Cup, Myth of Malham and the Cowes Dinard St Malo Races. In each of the races an Assuage Tankard will be won by the best yacht on IRC Overall points.						
Highwayman Cup		Hooligan VII, Edward Broadway					
	Best Elapsed time of an IRC yacht in the C and Cherbourg races.	Best Elapsed time of an IRC yacht in the Cervantes Trophy, Morgan Cup, Cowes Dinard St Malo and Cherbourg races.					
Duncan Munro Kerr Youth		Jonathan Tyrrell, Arthur Logic					
Challenge Trophy	For a youth crew member who has completed the most RORC miles in the current season on a yacht which on Season's Points finishes in the top three of her IRC class. The crew member must be between 15 and 25 (inclusive) on 1st January 2019. In the event of equal mileage the younger crew member wins.						
Peter Harrison Youth Trophy		Hooligan VII, Ed Broadway					
	For yachts racing under IRC with a minimum of 33% (rounded up) of the crew under the age of 25 on the 1st January 2019. Highest points score from any 3 <i>Offshore Races</i> in which the crew were youth as above. Two-Handed yachts are only eligible if both crew members are youth as above.						
Dennis P Miller Memorial Trophy	British Yacht Overseas	Imerys Clean Energy, Phil Sharp					
Seamanship Trophy	Outstanding Act of Seamanship	Michael Boyd/Kenny Rumball – Volvo Round Ireland Race					
Freddie Morgan Trophy	Classic Yacht in IRC	Winsome, Harry Heijst					
The Beken Trophy	Concours d'Elegance in RORC Races	Winsome, Harry Heijst					
Meritorious Award	Outstanding Keelboat Performance by a RORC Member	Louise Racing, Grant Gordon					
The Pera Awards	Pera Awards may be given to yachts which receive redress for rendering assistance during a race.	Varuna, Jens Kellinghusen					



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1.13.2 RACE PRIZES AND TROPHIES

1.13.2.1 Trophies

The trophies to be awarded for a race are listed in Part 2.

1.13.2.2 Prizes

RORC medallions will be presented as prizes for each *Class* as follows:

Number of starters	6 - 8	9 - 15	16 - 24	25 or more
Prizes	2	3	4	5

1.13.2.2.1 Low Number of Starters

When there are less than 6 starters in a Class it may be combined for prizes with the neighbouring least numerous Class.

1.13.2.2.2 High Number of Starters

When there are more than 30 starters in a Class it may be subdivided for prizes.

1.14 RACE ENTRY DECLARATION

The Person in Charge for each race shall agree to the terms of the declaration below using SailGate, the online entry system.

Race Entry Form Declaration to be signed by every Person in Charge.

To the best of my knowledge the information I have given is accurate. I understand that Yacht Racing can be dangerous. I agree that the RORC, organising clubs, the Rolex SA, the Rolex UK, sponsors and their agents, have no responsibility for loss of life or injury to members or others, or for the loss of, or damage to any vessel or property. I have paid particular attention to and agree to be bound by Special Regulation 1.02 and I have read and understand and where appropriate agree to be bound by RORC NoR 1.4 Responsibility. Before racing I will affect adequate and suitable insurance. Before racing I will ensure that my crew is aware of:

- the undertaking in this Declaration
- the importance of effecting appropriate personal insurance
- their responsibility in rules observance, and in particular RRS
 1.2 (wearing personal floatation devices adequate for the conditions). See also RORC Prescription to the World Sailing Offshore Special Regulations 5.01.5.

I agree to be bound by RRS, RYA Prescriptions and this Notice of Race including RORC Prescriptions, World Sailing Offshore Special Regulations and other applicable rules. The boat will be available for inspection. If any alteration likely to affect the handicap or rating is made, e.g. to sails, rig, mast, ballast, trim, engine or propeller, I will notify the Rating Authority and Race Committee immediately. I will ensure that no crew member races contrary to the terms of any ban imposed by World Sailing, a National Authority or the RORC.

I understand and agree that the information given in this race entry and also the race entry lists and results will be maintained on the Club's computer to be used for all aspects of race organisation.

1.15 INSURANCE

Boats shall be adequately and suitably insured with valid thirdparty liability insurance before racing.



Photo: RORC/Paul Wyeth/www.pwpictures.com

INTRODUCTION

Par

Part 2 of this Notice of Race gives details of the rules which apply to specific races and may change the rules of Part 1. The rules of Parts 1 and 2 may be changed in the Sailing Instructions.

Note: The paragraph numbering in Part 2 has been done to achieve consistency through Part 2 so the numbering in an individual Race may not be sequential.

Royal Ocean 🍪 Racing Club

in association with

Antigua Yacht Club

RORC

600

MONDAY 18TH FEBRUARY 2019

caribbean600.rorc.org

For information only. See event Notice of Race.

Anguilla

Saba

Tintamarre

a Barbuda St Eustatius Barbuda iitts Nevis Antigua Montserrat Guadeloupe

Les Saintes

Monday 24th February 2020

Dubai to Muscat Race

For information only. See event Notice of Race.

ORGANISING AUTHORITY

The United Arab Emirates Sailing and Rowing Federation (UAE SARF) in co-operation with the Dubai Offshore Sailing Club (DOSC) with the finish hosted by the Marina Bandar Al Rowdha in Muscat. The race is run under the auspices of the Royal Ocean Racing Club (RORC).

RACE DATE

Start: Thursday 28th February 2019

WEBSITE

www.rolexchinasearace.com



Hong Kong to Puerto Galera Race

For information only. See event Notice of Race.

ORGANISING AUTHORITY

The Royal Hong Kong Yacht Club (RHKYC) in co-operation with the Puerto Galera Yacht Club and with the finish hosted by the Puerto Galera Yacht Club. The race is run under the auspices of the Royal Ocean Racing Club (RORC) and the RHKYC Offshore Prescriptions.

RACE DATE

Start: Tuesday 16th & Wednesday 17th April 2019

WEBSITE

www.hkpuertogalerarace.com



Cervantes Trophy Race

2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club in association with the Société des Régates du Havre and the Royal Yacht Squadron.

2.2 RACE DATE

Start: Saturday 4th May 2019. First Warning Signal: 0850 from the RYS Cowes, to the East. HW: Portsmouth 1208 4.4m

2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

2.4 ENTRY

Entry opens at 1200 on Monday 7th January 2019



(continued overleaf)

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 18th April 2019 Rating Deadline: Thursday 25th April 2019

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 plus Category 2 liferaft with RORC Prescriptions and AIS Transponder. See NoR 1.5.7

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE

Cowes - Le Havre via marks. Approximately 110-160 nautical miles.

2.12 BERTHING

Berthing will be available in the Le Havre marina for the Saturday and Sunday for boats competing in the race. Competitors are reminded to settle any outstanding berthing charges directly with the Le Havre marina.

2.13 SCORING

Points Factor: 1.00. See NoR 1.12

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

Trophy	Awarded for
Cervantes Trophy	BCT IRC
Thalassa Cup	IRC One
Noryema VII Cup	IRC Two

Vashti Goblet	IRC Three
Kinross Trophy	IRC Four
SRH Cup	Two-Handed Class

2.14.2 PRIZES

IRC Zero, Class40, Multihull. RORC Medallions.

2.15 PRIZE GIVING

Sunday 5th May 2019 at 1200 (local time) at the Société des Régates du Havre. RORC medallions will be presented at 1930 on Thursday 13th June, at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

(Notices are for information and do not rank as part of this Notice of Race)

Race Office

The Race Office will be the RORC Cowes Race Office, 82 High Street, Cowes, Isle of Wight, PO31 7AJ

Finish: RORC Representative: c/o Société des Régates du Havre, Port de Yachts, Quai Eric Tabarly, 76600 Le Havre.

Telephone: +33 2 35 42 41 21

RORC Cowes Clubhouse

Dinner reservations can be made with the Cowes Clubhouse for the evening of Friday 3rd May 2019. Please contact the Cowes Clubhouse directly for further information.

Telephone : +44 1983 293581

Email: cowes@rorc.org

Myth of Malham Race

2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club in association with the Royal Yacht Squadron.

2.2 RACE DATE

Start: Saturday 25th May 2019. First Warning Signal: 0750, RYS Cowes, to the West. HW: Portsmouth 0416 4.1m

2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

2.4 ENTRY

Entry opens at 1200 on Monday 7th January 2019

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 9th May 2019 Rating Deadline: Thursday 16th May 2019

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 plus Category 2 liferaft with RORC Prescriptions and AIS Transponder. See NoR 1.5.7 $\,$



2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

2.11 COURSE

Solent to Eddystone Lighthouse then return to Solent. Approximately 235 - 256 nautical miles.

2.13 SCORING

Points Factor: 1.20. See NoR 1.12

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

Trophy	Awarded for
Myth of Malham Cup	BCT IRC
Loujaine Cup	IRC One
Jamarella Trophy	IRC Two
Maid of Malham Cup	IRC Three
Ernest Moore Plate	IRC Four
Ville D'Hyeres Trophy	Two-Handed Class

2.14.2 RORC PRIZES

IRC Zero, Class40, Multihull; RORC Medallions.

2.15 PRIZEGIVING

Trophies and RORC Medallions will be presented on Thursday 13th June, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

(Notices are for information and do not rank as part of this Notice of Race).

Race Office

The Race Office will be the RORC Cowes Race Office, 82 High Street, Cowes, Isle of Wight, PO31 7AJ

RORC Cowes Clubhouse

Dinner reservations can be made with the Cowes Clubhouse for the evening of Friday 24th May 2019, and breakfast orders for the morning of the start on Saturday 25th May 2019. Please contact the Cowes Clubhouse directly for further information.

Telephone : +44 1983 293581 Email : cowes@rorc.org

North Sea Race

2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club, in association with the Royal Harwich Yacht Club, the East Anglian Offshore Racing Association, the Yacht Club Scheveningen and Foundation North Sea Regatta.

2.2 RACE DATE

Start: Friday 31st May 2019. First Warning Signal: 1050, near the entrance of Harwich Harbour. HW: Harwich 1034 3.6m

2.3 CLASSES

IRC, IRC Two-Handed, ORC, ORC Two-Handed, Class40, Multihull

2.4 ENTRY

Entry opens at 1200 on Monday 7th January 2019. Even if a boat is entered into the Vuurschepen Race (North Sea Regatta) it must enter the North Sea Race through RORC's online entry system Sailgate. See NoR 1.7.

2.4.1 ENTRY DISPENSATION FOR BOATS COMPETING IN THE VUURSCHEPENRACE

Boats entered into the North Sea Race are not required to lodge a World Sailing Offshore Special Regulations checklist if they have competed in the Vuurschepenrace and have been inspected.

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 16th May 2019 Rating Deadline: Thursday 23rd May 2019

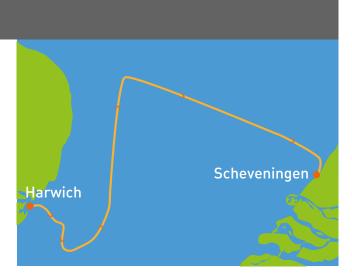
2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 plus Category 2 liferaft with RORC Prescriptions and AIS Transponder. See NoR 1.5.7

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

2.11 COURSE



Harwich to Scheveningen via Smith's Knoll Buoy. The full course including all other marks will be detailed in the Sailing Instructions. Approximately 180 nautical miles.

2.13 SCORING

Points Factor: 1.2. See NoR 1.12

2.14 RACE PRIZES AND TROPHIES

2.14.1 IRC TROPHIES

Trophy	Awarded for
Goeree Challenge Cup	BCT IRC
Wylie Trophy	IRC Zero
Lutine Trophy	IRC One
Joannes Pompejus Memorial Cup	IRC Two
Carter Ruck Trophy	IRC Three
Jan Moreton Salver	IRC Four
Golden Dragon Trophy	Two-Handed Class

(continued overleaf)

Smith's Knoll Trophy	First long course yacht at Smith's Knoll Buoy
City of the Hague Trophy	Best yacht from Yacht Club Scheveningen
C70 Trophy	The Netherlands vs Great Britain

2.14.2 ORC TROPHIES

Trophies will be allocated to ORC classes once the class splits for the race have been decided.

Trophy

Zwerver Cup

Lora Challenge Cup

Veerhaven Trophy

2.14.3 RORC PRIZES

Class40, Multihull.

RORC Medallions.

2.15 PRIZEGIVING

Sunday 2nd June 2019, 1600 (local time) in Scheveningen. All crews welcome.

2.16 TRACKING

It will be mandatory for boats to carry an Offshore Tracker unit for the North Sea Race. The units are standalone and will be provided by the RORC. The entry fee includes tracking however in the event of loss or failure to return the tracker Competitors will be liable for the rental or replacement costs (£750).

NOTICES TO COMPETITORS

(Notices are for information and do not rank as part of this Notice of Race).

Race Office

Start: Royal Harwich Yacht Club, Woolverstone, Ipswich, Suffolk, IP9 1AT

Telephone: +44 1473 780 319

Finish: RORC Representative: c/o Yacht Club Scheveningen, Hellingweg136, 2583 DX, Scheveningen, The Netherlands.

Telephone: +31 651134452

North Sea Regatta 2019: IRC and ORC Regatta

- 28th May: Vuurschepen Race, Scheveningen Harwich
- 31st May: North Sea Race (RORC), Harwich Scheveningen
- 8th 10th June: Inshore Races Scheveningen

Competitors in the Vuurschepen/Harwich Race and/or the North Sea Race and/or North Sea Regatta inshore races may be entitled to a discount of 25% of the regular mooring fees in the Jachtclub Scheveningen marina during their total stay in Scheveningen in connection with the regattas.

For further information about the North Sea Regatta contact: Foundation North Sea Regatta, Hellingweg98, 2583 WH, Scheveningen, The Netherlands

Telephone: +31 (70) 352 00 17

Email: info@nsr.nl

Website: www.nsr.nl

De Guingand Bowl Race

2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club in association with the Royal Yacht Squadron.

2.2 RACE DATE

Start: Saturday 8th June 2019. First Warning Signal: 0850, from the RYS Cowes to the East. HW: Portsmouth 1619 4.5m

2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

2.4 ENTRY

Entry opens at 1200 on Monday 7th January 2019

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 23rd May 2019 Rating Deadline: Thursday 30th May 2019

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 plus Category 2 liferaft with RORC Prescriptions and AIS Transponder. See NoR 1.5.7

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices



2.11 COURSE

Suitable course(s) will be designed to last between 24 and 36 hours. The race area will be defined in the Sailing Instructions.

2.13 SCORING

Points Factor: 1.00. See NoR 1.12

2.14 RACE PRIZES AND TROPHIES

Trophy	Awarded for
De Guingand Bowl	BCT IRC
St Barbara Trophy	IRC One
Stewart Cup	IRC Two
Auclair Memorial Trophy	IRC Three
David Maufe Salver	IRC Four

2.14.2 RORC PRIZES

IRC Zero, Two-Handed Class, Class40, Multihull. RORC Medallions.

2.15 PRIZEGIVING

Trophies and RORC Medallions will be presented at 1930 on Thursday 13th June, at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

(Notices are for information and do not rank as part of this Notice of Race).

Race Office

The Race Office will be the RORC Cowes Race Office, 82 High Street, Cowes, Isle of Wight, PO31 7AJ

RORC Cowes Clubhouse

Dinner reservations can be made with the Cowes Clubhouse for the evening of Friday 7th June 2019, and breakfast orders for the morning of the start on Saturday 8th June 2019. Please contact the Cowes Clubhouse directly for further information.

Telephone: +44 1983 293581

Email: cowes@rorc.org

Dun Laoghaire to Dingle Race

For information only. See event Notice of Race.

ORGANISING AUTHORITY

Organised by the National Yacht Club. The race is run under the auspices of the Royal Ocean Racing Club (RORC).

RACE DATE

Start: Wednesday 12th June 2019

COURSE

Dun Laoghaire to Dingle. Approximately 300 nautical miles

WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 plus Category 2 liferaft.

WEBSITE

www.d2drace.ie

Morgan Cup Race

2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club in association with the Royal Thames Yacht Club, the Royal Yacht Squadron and the Cercle de la voile de Dieppe.

2.2 RACE DATE

Start: Friday 21st June 2019. **First Warning Signal:** 1850, from the RYS Cowes, to the East. **HW:** Portsmouth 1513 4.4m

2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

2.4 ENTRY

Entry opens at 1200 on Monday 7th January 2019



(continued overleaf)



2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 6th June 2019 Rating Deadline: Thursday 13th June 2019

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 plus Category 2 liferaft with RORC Prescriptions and AIS Transponder. See NoR 1.5.7 $\,$

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

2.11 COURSE

Suitable course(s) will be designed to last between 24 and 36 hours. The race area will be defined in the Sailing Instructions with the race finish in Dieppe.



Photo: RORC/Paul Wyeth/www.pwpictures.com

2.13 SCORING

Points Factor: 1.00. See NoR 1.12

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

Trophy	Awarded for
Royal Thames Yacht Club Morgan Cup	BCT IRC
RTYC Knightsbridge Cup	IRC One
RTYC Queenborough Cup	IRC Two
RTYC Charles Ball Challenge Cup	IRC Three
RTYC Warsash Cup	IRC Four
RTYC Colin Campbell Challenge Cup	Two-Handed Class
RORC Salver	First Yacht Home

2.14.2 RORC PRIZES

IRC Zero, Class40, Multihull; RORC Medallions.

2.15 PRIZEGIVING

The Morgan Cup trophies will be presented at the Royal Thames Yacht Club prize giving dinner (date TBC). RORC Medallions will be presented at 1930 on Thursday 18th July, at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

(Notices are for information and do not rank as part of this Notice of Race).

Race Office

The Race Office will be the RORC Cowes Race Office, 82 High Street, Cowes, Isle of Wight, PO31 7AJ

Finish: RORC Representative: c/o Cercle de la voile de Dieppe, Quai du Carénage, 76200 Dieppe, France

Telephone: +33 2 35 84 32 99

Transatlantic Race 2019 (Newport, US - Cowes)

For information only. See event Notice of Race.

ORGANISING AUTHORITY

Organised by the Royal Yacht Squadron, the New York Yacht Club, the Royal Ocean Racing Club and the Storm Trysail Club.

RACE DATE

Start: Tuesday 25th June 2019

COURSE

Newport, Rhode Island to Cowes. Approximately 2960 nautical miles

WEBSITE

www.transatlanticrace.org



East Coast Race

For information only. See event Notice of Race at www.eaora.org.uk

ORGANISING AUTHORITY

East Anglian Offshore Racing Association in association with the West Mersea Yacht Club and the Royal Ocean Racing Club

RACE DATE

Start: Friday 28th June 2019

COURSE

www.isora.org

RACE DATE

COURSE

West Mersea to Ostend. Approximately 130 nautical miles

RORC SEASON'S POINTS CHAMPIONSHIP

The East Coast Race is part of the RORC Season's Points Championship – Points Factor 1.0. See this NoR 1.1 & 1.12.

WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 plus Category 2 liferaft.





WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 plus Category 2 liferaft.

La Trinité Race

For information only. See event Notice of Race at www.snt-voile.org

After a successful introduction to the programme in 2018, this race returns for 2019. Organised by the Société Nautique de La Trinité-sur-Mer in association with the RORC, it was established as a feeder race for southern Brittany boats wishing to compete in the Cowes-Dinard-St Malo Race. The course is challenging, taking competitors past west Brittany's tricky navigational features such as the Raz de Sein and Ushant, before a northeasterly trek across the Channel to Cowes.

ORGANISING AUTHORITY

Organised by the Société Nautique de La Trinité-sur-Mer in association with the Royal Ocean Racing Club

RACE DATE

Sunday 7th July 2019



Cowes Dinard St Malo Race

2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club in association with UNCL, Yacht Club de Dinard, Société Nautique de la Baie de St. Malo, Junior Offshore Group (JOG) and the Royal Yacht Squadron.

2.2 RACE DATE

Start: Friday 12th July 2019. First Warning Signal: 0820, RYS Cowes, to the West. HW: Portsmouth 0825 4.1m

2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

2.4 ENTRY

Entry opens at 1200 on Monday 7th January 2019.

In co-operation with JOG the following arrangement applies to the Cowes-Dinard-St Malo Race this year: Boats in the JOG Offshore Championship may gain JOG points by a request to RORC before the race and payment of an additional £10 to which RORC add an additional contribution for the benefit of JOG.

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 27th June 2019 Rating Deadline: Thursday 4th July 2019

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 plus Category 2 liferaft with RORC Prescriptions and AIS Transponder. See NoR 1.5.7 $\,$

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE

Cowes - Casquets - Les Hanois - St Malo. Approximately 151



nautical miles.

2.13 SCORING

Points Factor: 1.00. See NoR 1.12

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

Trophy	Awarded for
King Edward VII Cup	BCT IRC
Derek Boyer Trophy	2nd BCT IRC
Lloyds of London Salver	IRC Zero
Noryema Trophy	IRC One
Yeoman Bowl	IRC Two
Yacht Club de Dinard Trophy	IRC Three
IR Trophy	IRC Four

Slingshot Trophy	Two-Handed Class
Sandison Memorial Salver	1st Monohull Home
John West Trophy*	Club Challenge for two yacht teams scored in IRC Overall
Newcome Hoare Trophy*	Best IRC yacht on corrected time with 25% of the crew under 25
Roulette Trophy	Best Contessa 32 belonging to the Class Association
Spica Trophy*	Best IRC 4 boat, 38ft and under, with a crew made up of at least 3 family and friends
Yacht Club de France Shield	Awarded at the discretion of the Yacht Club de France
The Dinard Trophy	1st Multihull Home
Yachts and Yachting Cauldron	BCT MOCRA Rating Rule

* These trophies are subject to specific extra conditions which are set out in a Trophy Application Form. To be eligible entrants must complete the form and lodge it with the RORC before the start of the race.

2.14.2 PRIZES

Class40. RORC Medallions.

2.15 PRIZEGIVING

Saturday 13th July 2019 at 1800 (local time), at the Société Nautique

de la Baie de St. Malo. RORC medallions will be presented at 1930 on Thursday 18th July, at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

(Notices are for information and do not rank as part of this Notice of Race)

RORC Cowes Clubhouse

Dinner reservations can be made with the Cowes Clubhouse for the evening of Thursday 11th July 2019, and breakfast orders for the morning of the start on Friday 12th July 2019. Please contact the Cowes Clubhouse directly for further information.

Telephone: +44 1983 293581

Email: cowes@rorc.org

Race Office

The Race Office will be the RORC Cowes Race Office, 82 High Street, Cowes, Isle of Wight, PO31 7AJ

Finish: RORC representative, Société Nautique de la Baie de St. Malo, Quai de Bajoyer 5, 35400 St. Malo.

Telephone: + 33 2 9920 2295

Monohull Course Record: 2015 Leopard in 11 hours 57 minutes and 53 seconds.

Multihull Course Record: 2015 Concise 10 in 9 hours 12 minutes and 35 seconds.

Channel Race

2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club in association with the Royal Yacht Squadron.

2.2 RACE DATE

Start: Saturday 27th July 2019. First Warning Signal: 0850, RYS Cowes, to the West. HW: Portsmouth 0730 3.8m

2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

2.4 ENTRY

Entry opens at 1200 on Monday 7th January 2019.

2.5 CLOSING DATE/RATING DEADLINE

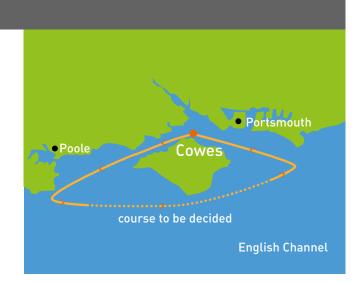
Closing Date: Thursday 11th July 2019 Rating Deadline: Thursday 18th July 2019

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 plus Category 2 liferaft with RORC Prescriptions and AIS Transponder. See NoR 1.5.7

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.



2.11 COURSE

Suitable course(s) will be designed to last between 24 and 36 hours. The race area will be defined in the Sailing Instructions with the finish intended to be in the Solent.

2.13 SCORING

Points Factor: 1.00. See NoR 1.12

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

Trophy	Awarded for
Channel Challenge Cup	BCT IRC
Stetson Plate	IRC One
Royal Albert Yacht Club Trophy	IRC Two
Royal Albert Yacht Club Trophy	IRC Three
Royal Albert Yacht Club Trophy	IRC Four
Assegai Bowl	Two-Handed Class
Hugh Astor Trophy	1st Yacht Home
Inter Service Trophy	Service Yacht with BCT

2.14.2 RORC PRIZES

IRC Zero, Class40, Multihull; RORC Medallions.

2.15 PRIZE GIVING

Trophies and RORC Medallions will be presented at 1930 on Thursday 19th September, at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

(Notices are for information and do not rank as part of this Notice of Race)

Race Office

The Race Office will be the RORC Cowes Race Office, 82 High Street, Cowes, Isle of Wight PO31 7AJ

RORC Cowes Clubhouse

Dinner reservations can be made with the Cowes Clubhouse for the evening of Friday 26th July 2019, and breakfast orders for the morning of the start on Saturday 27th July 2019. Please contact the Cowes Clubhouse directly for further information.

Telephone: +44 1983 293581 Email: cowes@rorc.org

Rolex Fastnet Race

2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club in association with the Royal Western Yacht Club and the Royal Yacht Squadron.

2.2 RACE DATE

Start: Saturday 3rd August 2019. First Warning Signal: 1250, RYS Cowes, to the West. HW: Portsmouth 1357 4.9m

2.3 CLASSES

IRC, IRC Two-Handed, Multihull, recognised One-Design/Open Classes (e.g. IMOCA 60, Class40).

2.4 ENTRY

Entry opens at 1200 on the 7th January 2019

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Wednesday 3rd July 2019 Rating Deadline: Wednesday 24th July 2019

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 2 with RORC Prescriptions. See NoR 1.5.7

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

2.8 EXPERIENCE QUALIFICATION

The Rolex Fastnet Race is not a race for novices. Every crew member must have experience of sailing a boat offshore and be prepared to encounter heavy weather. Competitors may be required to provide evidence of offshore experience. The minimum experience requirement is 300 nautical miles of RORC offshore racing on the boat entered into the race, completed by a minimum



of 50% of the crew (but no fewer than 2) including the Person in Charge, and within 12 months of the start of the Rolex Fastnet Race.

To fulfil this requirement the Competitor shall enter and complete an appropriate number of RORC races before the start of the race.

When it is not reasonably possible to access RORC races, or in exceptional circumstances, an alternative method for qualification may be agreed by the RORC. A Service Yacht may qualify similarly or submit written authority from her service establishment. Proposals should be lodged with the RORC as soon as possible after entry.

2.9 TRAINING

2.9.1 OFFSHORE CREW TRAINING

At least 30% of the boat's crew (but no less than 2), including the Person in Charge, must have completed training to Section 6 of the World Sailing Offshore Special Regulations and gained a certificate from a World Sailing approved Offshore Personal Survival Training Course. Training must have taken place within 5 years of the start of the race.

2.9.2 FIRST AID TRAINING

At least one member of the boat's crew shall hold an in-date certificate of a First Aid Training Course. The course shall comply with OSR 6.05.2 and have been completed within five years of the start of the race. The qualifications of Doctors, Paramedics or similarly trained medical professionals will be accepted, provided they are familiar with the topics in OSR Appendix H.

2.10 SKIPPER'S BRIEFING

A skipper's briefing will be held in the RORC Cowes Clubhouse at 1600 on Friday 2nd August 2019. A maximum of two members of each crew may attend. For those unable to attend, the information may be broadcast on the race website: http://www. rolexfastnetrace.com

2.11 COURSE

Cowes – Fastnet Rock – Plymouth. Approximately 608 nautical miles.

2.12 BERTHING

On arrival, Competitors will be directed to a berth in Plymouth. Berthing may be in Plymouth Yacht Haven, Sutton Harbour Marina, Queen Anne's Battery Marina, Mayflower Marina, moorings in the Cattewater or elsewhere. The RORC will provide 48 hours of berthing from the time a boat arrives. Berthing beyond 48 hours is subject to availability and boats are liable for any further berthing fees.

2.13 SCORING

Points Factor: 1.50. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 IRC TROPHIES

Trophy	Awarded for
Fastnet Challenge Cup	BCT IRC Overall
Kees Van Dam Memorial Trophy	2nd BCT IRC Overall
Erivale Trophy	1st Yacht Home (IRC Canting Keel)
Erroll Bruce Cup	1st Yacht Home (IRC Zero)
Jolie Brise Cup	First Yacht Home (IRC One-Four)
Clarion Cup	First British Yacht Home
Gesture Trophy	BCT IRC Canting Keel
Hong Kong Cup	IRC Zero
West Mersea Yacht Club Trophy	IRC One
Foxhound Cup	IRC Two
Favona Cup	IRC Three
Iolaire Cup	IRC Four
Brunskill Trophy	Best Two-Handed Yacht Overall
Berrimilla Dog Bowl	Best Two-Handed Yacht in IRC Four

Dorade Cup	BCT IRC Classic Yacht
Alf Loomis Trophy	Navigator of Best Yacht Overall
Joggernaut Trophy	Best Irish Yacht Overall
Arambalza Cup	Best Non British Yacht Overall
*Roger Justice Trophy	Best Sailing School Yacht Overall
*Inter-Regimental Cup	Best Service Yacht Overall
Whirlwind Trophy	Best Swan Yacht Overall
RORC Bowl	Best Swan in the Cowes Dinard St Malo and Fastnet Races
Spangle Trophy	Best Contessa 32 Overall
Hobo Trophy	Best IRC One-Design Yacht
*The Sparkman & Stephens Trophy	Best Sparkman & Stephens designed Yacht in IRC Overall
*Bloodhound Cup	Best Corporate Yacht
*Duncan Munro Kerr Memorial Trophy	Best Yacht with skipper aged between 18 and not more than 30 on 3rd August 2019
*Maite de Arambalza Trophy	Best Yacht with a Female Skipper
*Martin Illingworth Trophy	Inter-Club for teams of 3 yachts nominated by an affiliated Club

2.14.2 SPECIAL TROPHIES

Trophy	Presented for
RORC IMOCA 60 Trophy	First IMOCA 60 Home
Philip Whitehead Memorial Cup	First Class40 Home
*Royal Thames Spirit Cup	First Royal Thames Yacht Club Yacht Home
Iolaire Block	Oldest Yacht to complete the Course
*Dennis Doyle Memorial Salver	Skipper who has done the greatest number of Fastnet Races including the current one
*Coates Scholfield Trophy	The Yacht whose crew have sailed the furthest to complete the race
Ken Newman Endurance Trophy	Yacht with the Greatest Elapsed Time
Galley Slaves Trophy	Galley Slave of the Yacht with the Greatest Elapsed Time

2.14.3 FASTNET ROUNDING TROPHIES

Trophy	Awarded for
Irish Lights Trophy	First IRC Yacht on the water
*Culdrose Trophy	Best IRC Service Yacht round on corrected time
Joe Powder Trophy	Best IRC Yacht round on corrected time

OFFSHORE PROGRAMME



Photo: ROLEX/Carlo Borlenghi

2.14.4 MULTIHULL TROPHIES

Trophy	Awarded for
Yachts and Yachting Catamaran Trophy	First Multihull Home
Croda Wave Trophy	Best MOCRA Multihull Overall
MOCRA Crystal Trophy	Best MOCRA Rated Multihull under 50ft

* These trophies are subject to specific extra conditions which are set out in a Trophy Application Form. To be eligible entrants must complete the form and lodge it with the RORC before the Closing Date.

2.15 PRIZEGIVING

The prize giving will be held at 1700 on Thursday 8th August in Plymouth, admission by wristband only. Details of the prizegiving will be in the Sailing Instructions. RORC Medallions will be presented on Thursday 19th September, 1930 at the RORC Clubhouse, 20 St James's Place, London SW1. All crews welcome.

2.16 TRACKING

It will be mandatory for boats to carry an Offshore Tracker unit for the Rolex Fastnet Race. The units are standalone and will be provided by the RORC. The entry fee includes tracking however in the event of loss or failure to return the tracker Competitors will be liable for the rental or replacement costs (£750).

NOTICES TO COMPETITORS

(Notices are for information and do not rank as part of this Notice of Race).

RORC Cowes Clubhouse

The Cowes Clubhouse welcomes Competitors taking part in the Rolex Fastnet Race in the build up to the race.

Dinner reservations can be made with the Cowes Clubhouse for the evening of Friday 2nd August 2019 and breakfast orders for the morning of the start on Saturday 3rd August 2019. Please contact the Cowes Clubhouse directly for further information.

Telephone : +44 1983 293581

Email : cowes@rorc.org

Race Office

Start: The Race Office will be the RORC Cowes Race Office, 82 High Street, Cowes, Isle of Wight PO31 7AJ.

Finish: Rolex Fastnet Race Village, Plymouth Yacht Haven, Shaw Way, Mount Batten, Plymouth PL9 9XH

Cherbourg Race

2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club, in association with the Yacht Club de Cherbourg and the Royal Yacht Squadron.

2.2 RACE DATE

Start: Friday 6th September 2019. **First Warning Signal:** 1850, RYS Cowes, to the West. **HW:** Portsmouth 1754 4.3m

2.3 CLASSES

IRC, IRC Two-Handed (offshore element of Two-Handed National Championship), Class40, Multihull.

2.4 ENTRY

Entry opens at 1200 on Monday 7th January 2019

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 22nd August 2019 Rating Deadline: Thursday 29th August 2019

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 with RORC Prescriptions, plus Category 2 liferaft and AIS Transponder. See NoR 1.5.7



Photo: RORC/Paul Wyeth/www.pwpictures.com



2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

2.11 COURSE

Cowes to Cherbourg. Approximately 80 nautical miles.

2.13 SCORING

Points Factor: 1.00. See NoR 1.12.

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

Trophy	Awarded for
Cherbourg Trophy	BCT IRC
Quailo Cup	IRC One
Trophée des Deux Manches	IRC Two
Yacht Club de France Trophy	IRC Three
Jolie Brise Trophy	IRC Four
RORC Trophy	Two-Handed Class

2.14.2 RORC PRIZES

IRC Zero, Class40, Multihull. RORC Medallions.

2.15 PRIZEGIVING

In Cherbourg on Saturday 7th September, at 1300 local time. RORC Medallions will be presented at 1930 on Thursday 19th September, at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

(Notices are for information and do not rank as part of this Notice of Race)

Race Office

The Race Office will be the RORC Cowes Race Office, 82 High Street, Cowes, Isle of Wight, PO31 7AJ

Finish: RORC Representative: C/O Yacht Club de Cherbourg, Port Chantereyne, 50100, Cherbourg. Tel: +33 2 33 94 28 05

Hong Kong to Vietnam Race

For information only. See event Notice of Race.

2019 will mark the ninth edition of this biennial Race which is the longest Category One offshore race in Asia. The Race was first run in 1996 and then regularly since 2004. The current race record of 42h 17m 24s was set in 2015 by Syd Fischer's Ragamuffin 100 at an average VMG of 15.8 knots.

ORGANISING AUTHORITY

Organised by the Royal Hong Kong Yacht Club under the auspices of the Royal Ocean Racing Club

RACE DATE

Start: Wednesday 16th October 2019

COURSE

Starting from Hong Kong, the course takes the fleet to Nha Trang, on the south-eastern coast of Vietnam Approximately 673 miles.

ENTRY

Please enter through the Royal Hong Kong Yacht Club Tel: +852 2832 2817 Email: sailing@rhkyc.org.hk

WEBSITE

www.chinacoastraceweek.com



Rolex Middle Sea Race

For information only. See event Notice of Race at www.rolexmiddlesearace.com

ORGANISING AUTHORITY

Organised by the Royal Malta Yacht Club under the auspices of the Royal Ocean Racing Club

RACE DATE

Start: Saturday 19th October 2019

CLASSES

IRC and ORC

WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 2

COURSE

Starting from Malta, boats will sail a course leaving to port the Island of Sicily, the Aeolian Islands (including Strombolicchio), the Egadi Islands (except Marettimo Island), Pantelleria and Lampedusa Islands, through the South Comino Channel, keeping Malta to starboard, to the finish in Malta. The Islands of Ustica, Linosa and Lampione are not marks of the course. Approximately 606 miles.



ENTRY

Please enter through the Royal Malta Yacht Club Tel: +356 21 33 31 09 Email: info@rmyc.org ANSATLAN, ARANSATLAN, CONSTRACT RANSATLAN, CRANSATLAN, CRANSATLAN,

23rd November 2019 Marina Lanzarote to Grenada Camper & Nicholson Port Louis Marina

Organised by the Royal Ocean Racing Club in association with International Maxi Association www.rorctransatlantic.rorc.org











Calero Marinas













Photo: Rodrigo M Rato

Raja Muda Selangor International Regatta

For information only. See event Notice of Race at www.rmsir.com

ORGANISING AUTHORITY

The event is organised by the Royal Selangor Yacht Club (RSYC) under the auspices of the Malaysian Sailing Association (MSA), in association with the Royal Ocean Racing Club.

RACE DATE

Start: Friday 15th November 2019

COURSE

A series of overnight coastal passage races starting on the Friday 15th November 2019.



RORC Transatlantic Race

For information only. See event Notice of Race at www.rorctransatlantic.rorc.org

ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club in association with the International Maxi Association.

RACE DATE

Start: Saturday 23rd November 2019

COURSE

Lanzarote, Canary Islands to Grenada, Caribbean. Approximately 2,995 nautical miles.





Photo: Joaquin Vera

INSHORE PROGRAMME

RORC Easter Challenge

For information only. See event Notice of Race at www.rorc.org

The RORC Easter Challenge is the Club's official training regatta where race coaches and the team from North Sails are among those imparting their knowledge both on the water and postrace at the RORC Cowes Clubhouse for free to all competitors. Crews can even request coaching on specific aspects eg: sail trim, starting, manoeuvres, etc. Uniquely for the event RRS41 is relaxed enabling coaches to come on board or crew to step off on to a coach RIB during racing. For the first time in 2019 there will be a separate start for two handed boats.

ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club with the support of North U Regatta Services

RACE DATE

Friday 19th - Sunday 21st April 2019

Vice Admiral's Cup

For information only. See event Notice of Race at www.rorc.org

This event held in the Solent is designed for class racing and closely banded IRC classes with a mixture of windward/leeward and round the cans races. A social programme will be based at the RORC Cowes Clubhouse. Among the classes expected in 2019 are Fast 40+, Performance 40, J/111, J/109, HP30, J/70, SB20, Quarter Ton and Diam 240D.

ORGANISING AUTHORITY

Royal Ocean Racing Club

RACE DATE

Friday 10th - Sunday 12th May 2019



Photo: RORC/Rick Tomlinson

Cowes Spring Classics

For information only.

See event Notice of Race at www.cowessspringclassics.com

Cowes Spring Classics will be returning for more racing on the Solent following a successful first event in 2018. To compete yachts must be built in wood and designed before 1970; they can include cruisers and cruiser-racers to gaff-rigged yachts and pilot cutters, as well as modern Spirit of Tradition yachts and Classic Metre yachts.

ORGANISING AUTHORITY

Organised by MSJ Events in association with the Royal Ocean Racing Club

RACE DATE

Friday 17th - Sunday 19th May 2019



Photo: RORC/Paul Wyeth/www.pwpictures.com



Photo: RORC/Paul Wyeth/www.pwpictures.com



Royal Ocean 🐻 Racing Club

19TH-21ST STER EX APRIL CHAL ENGE REGA 2019 TTA



BEYOND GO

IRC CLASSES PLUS IRC 2H CLASS. CLOSING DATE 11TH APRIL 2019. IRC boats with TCC 0.850 and above. Further information can be found on the documents page of the website - see event Notice of Race at www.rorc.org

Bank of England Regatta

For information only. See event Notice of Race at www.rorc.org

An annual event run from the Clubhouse line in Cowes and incorporating an IRC pursuit race.

ORGANISING AUTHORITY

Royal Ocean Racing Club

RACE DATE

Saturday 25th - Sunday 26th May 2019



Photo: RORC/Paul Wyeth/www.pwpictures.com



Photo: ©Sportography.tv

For information only. See event Notice of Race at www.cowesharbourcommission.co.uk/ccca

The annual Cowes Keelboat series is a celebration of dayboat racing, and is open to the local fleets of Etchells, Dragons, RS Elites, Flying Fifteens, XOD's and Darings who will be competing on round the cans racing from our RORC Cowes club house start line. The series forms part of the CCCA 2019 programme of events.

ORGANISING AUTHORITY

Cowes Clubs and Classes Association

RACE DATES

Saturday 8th – Sunday 9th June 2019 Saturday 15th – Sunday 16th June 2019

Royal Ocean 6 Racing Club

NATIONALS 5TH - 7TH JULY 2019

spinlock

CLOSING DATE 27th JUNE 2019 IRC CLASSES IRC boats with TCC 0.850 and above. Further information can be found on the documents page of the website. See event Notice of Race at www.rorc.org

INSHORE PROGRAMME

IRC National Championship



For information only. See event Notice of Race at www.rorc.org

ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club.

RACE DATE

Friday 5th July - Sunday 7th July 2019

CLASSES

IRC Endorsed with a rating between 0.850 and 1.310. The class bands used in this regatta may differ from the season's offshore class bands

Fast 40+ Class. Racing under Class Rules.

HP30 Class. Racing under Class Rules.

ENTRY

Entry opens at 1200 on Monday 7th January 2019

CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 20th June 2019 Rating Deadline: Thursday 27th June 2019

WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Appendix B Inshore Racing plus VHF radio.

COURSE(S)

Racing will take place in The Solent, using a variety of windward / leeward and round the buoys courses. Racing will be provided to test the performance of a boats and its crew, whilst sailing all angles of the wind. Downwind and reaching starts may be used.

BERTHING

Boats wishing to berth in Cowes need to make their own arrangements directly with Cowes Yacht Haven – Tel: +44 1983 299 975.

SCORING

Inshore Regatta: A maximum of eight races is scheduled of which two races are required to be completed to constitute a series. Scoring will be in accordance with Appendix A of the Racing Rules of Sailing. Please note that for the purposes of scoring, classes may be combined and constitute one class.

RACE PRIZES AND TROPHIES

TROPHIES

Trophy	Awarded for
RORC IRC National Championship Trophy	1st Overall
Jackdaw Trophy	2nd Overall
Roger Granger Memorial Cup	Top Boat owned by a RORC Member

TINY MITCHELL TROPHY

The Tiny Mitchell Trophies will be awarded to the winner of each class for the lowest resultant score for all races held on Saturday 6th July 2019. There will be no discards.

RORC PRIZES

Prizes for all classes

PRIZE GIVING

The Prizegiving for the IRC National Championship will be held at 1600 on Sunday 7th July 2019 at the RORC Cowes Clubhouse.

NOTICES TO COMPETITORS

SOCIAL

All Competitors will be welcome at the RORC Cowes Clubhouse during the event. For details of accommodation and dining facilities please contact the Club. Additional social arrangements will be published in the Sailing Instructions.

Telephone: +44 1983 293581

Email: cowes@rorc.org

Photo: RORC/Paul Wyeth/www.pwpictures.com

INSHORE PROGRAMME

RORC Telegraph Bowl for XOD

For information only. See event Notice of Race at www.rorc.org

Five races over two days in the mid Solent for the XOD fleet,

ORGANISING AUTHORITY

Royal Ocean Racing Club

RACE DATE

Saturday 27th - Sunday 28th July 2019



Photo: RORC/Paul Wyeth/www.pwpictures.com

Cowes Keelboat Championship

For information only. See event Notice of Race at www.cowesharbourcommission.co.uk/ccca

Four races over windward/leeward courses for the keelboat classes based in Cowes, including Daring's, Etchells, Dragons, RS Elite and XOD fleets.

ORGANISING AUTHORITY

Cowes Clubs and Classes Association

RACE DATE

Saturday 27th - Sunday 28th July 2019



Photo: ©Sportography.tv

IRC Two-Handed National Championship

For information only. See event Notice of Race at www.rorc.org

ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club

RACE DATE

Inshore Races: **Start:** Saturday 14th and Sunday 15th September 2019. Offshore Race: **Start:** Friday 6th September 2019 (Cowes – Cherbourg Race).

CLASSES

IRC

ENTRY

Entry opens at 1200 on Monday 7th January 2019



Photo: RORC/Rick Tomlinson

CLOSING DATE/RATING DEADLINE

Closing Date (inshore): Thursday 5th September 2019 Rating Deadline (inshore): Thursday 5th September 2019

WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Inshore Races: Appendix B Inshore Racing plus VHF Radio. Offshore Race: Category 3 with RORC Prescriptions, plus Category 2 liferaft and AIS Transponder. See NoR 1.5.7

COURSE

Inshore Races: Around fixed or laid marks in the Solent. Offshore Race: Cowes to Cherbourg. Approximately 80 nautical miles.

SCORING

A maximum of four inshore races will be held. Scoring will be in accordance with Appendix A of the Racing Rules of Sailing, except that the offshore race will be scored twice. This changes RRS A2.

RACE PRIZES AND TROPHIES

Prizes will be awarded in accordance with NoR 1.13

PRIZE GIVING

The prize giving will be on Sunday 15th September at RORC, Cowes Clubhouse. Target time 16:00.

NOTICES TO COMPETITORS

Dinner reservations can be made with the Cowes Clubhouse for the evenings of Friday 13th and Saturday 14th September 2019 and breakfast orders for the mornings of Saturday 14th and Sunday 15th September 2019. There will also be a social event after racing on Saturday 14th September 2019. Please contact the Cowes Clubhouse directly for further information.

Telephone: +44 1983 293581

Email: cowes@rorc.org

Etchells National Championship



Photo: ©Sportography.tv

For information only. See event Notice of Race at www.rorc.org Championship races over three days in the mid Solent for the Etchells class,

ORGANISING AUTHORITY

Royal Ocean Racing Club

RACE DATE

Friday 27th - Sunday 29th September 2019



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GOVERNING OFFSHORE RACING FOR MONOHULLS & MULTIHULLS

STRUCTURAL FEATURES · YACHT EQUIPMENT PERSONAL EQUIPMENT · TRAINING

OFFSHORE RACING ENVIRONMENTAL CODE

World Sailing is committed to the promotion of care for the environment. In offshore racing we will

- use holding tanks where fitted and empty at a pump-out station or more than 3 miles offshore
- in the bilges use oil collection pads and dispose properly ashore
- use environmentally-friendly cleaning products suitable for the marine environment
- retain garbage on board for recycling or disposal ashore except In a long voyage when biodegradable waste may be discharged overboard

avoid the use of 2-stroke engines (except advanced models with pollution control) use solar, water power or wind charging when appropriate

- use shore toilets when in port
- observe IMO guidelines on biofouling

Published by World Sailing Ltd.

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World Sailing Limited, 20 Eastbourne Terrace, London, W2 6LG, UK E-Mail technical@sailing.org www.sailing.org

Regulations

APPENDIX 1 WORLD SAILING OFFSHORE SPECIAL REGULATIONS AND RORC PRESCRIPTIONS

January 2019 - December 2020

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Version 0.1 - 27 November 2018

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- make any amendments by deleting contrary provisions and indicating that changes have been made

• supply a copy of the reprint to each of World Sailing and ORC Ltd

Official interpretations shall take precedence over these Special Regulations and will be indexed, numbered, dated and displayed on the World Sailing web site www.sailing.org/specialregs

Language & Abbreviations Used

- Mo Monohull
- Mu Multihull

** - means the item applies to all types of boat in all Categories except 5 for which see Appendix B or 6 for which see Appendix C.

RED TYPE indicates significant changes in 2019

BLUE TYPE indicates RORC Prescriptions

Guidance notes and recommendations have been removed from the Regulations and are available on www.sailing.org/documents/offshorespecialregs/index.php

The use of the masculine gender shall be taken to mean either gender.

SECTION 1 - FUNDAMENTAL AND DEFINITIONS

	1.01	Purpose and Use
**	1.01.1	The purpose of the Offshore Special Regulations (OSR) is to establish uniform minimum equipment, accommodation and training standards for monohull and multihull (excluding proa) boats racing offshore.
**	1.01.2	The OSR do not replace, but rather supplement, the requirements of governmental authority, Classification Society certification, the Racing Rules of Sailing (RRS), Equipment Rules of Sailing (ERS), class rules and Rating Systems.
**	1.01.3	Use of the OSR does not guarantee total safety of the boat and her crew. Particular attention is drawn to the description of OSRs for inshore racing which includes that adequate shelter and or effective rescue is available all along the course. This is not included in more onerous OSR categories.
	1.02	Responsibility of Person in Charge
**	1.02.1	Under RRS 4 the responsibility for a boat's decision to participate in a race or continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his responsibilities in the event of his incapacitation.
**	1.02.2	Neither the establishment of the OSR, nor their use by Organizing Authorities, nor the inspection of a boat under the OSR in any way limits or reduces the complete and unlimited responsibility of the Person in Charge.
**	1.02.3	By participating in a race conducted under the OSR, the person in charge, each competitor and boat owner agrees to reasonably cooperate with the organizing authority and World Sailing in the development of an independent incident report as specified in 2.02
	1.03	Definitions, Abbreviations, Word Usage
**	1.03.1	Definitions of Terms used in this document
	Abbreviation	Description
	#	Pound force (lbf)
	ABS	American Bureau of Shipping
	Age Date	Month/year of first launch
	AIS	Automatic Identification Systems
	CEN	Comité Européen de Normalisation

Coaming	The part of the cockpit, including the transverse after limit, over which water would run when the boat is floating level and the cockpit is filled to overflowing
COLREGS	International Regulations for Preventing Collisions at Sea
Contained Cockpit	A cockpit where the combined area open aft to the sea is less than 50% maximum cockpit depth x maximum cockpit width
CPR	Cardio-Pulmonary Resuscitation
Crewmember	Every person on board
DSC	Digital Selective Calling
EN	European Norm
EPIRB	Emergency Position-Indicating Radio Beacon
ERS	World Sailing - Equipment Rules of Sailing
FA Station	The transverse station at which the upper corner of the transom meets the sheerline
First Launch	Month & year of first launch of the individual boat
Foul-Weather Suit	Clothing designed to keep the wearer dry and may consist of one piece or several
GMDSS	Global Maritime Distress & Safety System
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
Hatch	The term hatch includes the entire hatch assembly including the lid or cover as part of that assembly
HMPE	High Modulus Polyethylene (Dyneema®/Spectra® or equivalent)
IMO	International Maritime Organisation
IMSO	The International Mobile Satellite Organisation, the independent, intergovernmental organisation that oversees Inmarsat's performance of its Public Service Obligations for the GMDSS and reports on these to IMO
INMARSAT	Inmarsat Global Limited is the private company that provides GMDSS satellite distress and safety communications, plus general communications via voice, fax and data
ISAF	International Sailing Federation- (now World Sailing)
ISO	International Standard Organization or International Organization for Standardization
ITU	International Telecommunications Union
Jackstay	A securely fastened webbing or rope which permits a crewmember to move from one part of the boat to another without having to unclip a safety harness tether
LH	Hull Length as defined by the ERS
Lifeline	Rope or wire line rigged as guardrail / guardline around the deck
LSA	IMO International Life-Saving Appliance Code
LWL	(Length of) loaded waterline
Monohull	A boat with one hull
Moveable Ballast	Material carried for the sole purpose of increasing weight and/or influencing stability and/ or trim and which may be moved transversely but not varied in weight while a boat is racing
Multihull	A boat with more than one hull
Open Cockpit	A cockpit that is not a Contained Cockpit
ORC	Offshore Racing Congress (formerly Offshore Racing Council)
OSR	Offshore Special Regulation(s)
Permanently Installed	The item is effectively built-in by e.g. bolting, welding, glassing etc. and may not be removed for or during racing
PLB	Personal Locator Beacon
Primary Launch	Month & Year of first launch of the first boat of the production series or first launch of a non- series boat
Proa	Asymmetric Catamaran
Rode	Rope, chain, or a combination of both, which is used to connect an anchor to the boat

	RRS	World Sailing - Racing Rules of Sailing
	Safety Line	A tether used to connect a safety harness to a strong point
	SAR	Search and Rescue
	SART	Search and Rescue Transponder
	Securely Fastened	Held strongly in place by a method (e.g. rope lashings, wing-nuts) which will safely retain the fastened object in severe conditions including a 180° capsize and allows for the item to be removed and replaced during racing
	SOLAS	Safety of Life at Sea Convention
	SSS	The Safety and Stability Screening numeral
	Static Ballast	Material carried for the sole purpose of increasing weight and/or to influencing stability and/or trim and which is not moved or varied in weight while a boat is racing
	Static Safety Line	A safety line (usually shorter than a safety line carried with a harness) kept clipped on at a work- station
	STIX	ISO 12217-2 Stability Index
	Variable Ballast	Water carried for the sole purpose of influencing stability and/or trim and which may be varied in weight and/or moved while a boat is racing
	Waterline	The water surface when the boat is floating in measurement trim
	World Sailing	Formerly the International Sailing Federation or ISAF
**	1.03.2	The words "shall" and "must" are mandatory, and "should" and "may" are permissive
**	1.03.3	The word "yacht" shall be taken as fully interchangeable with the word "boat"
**	SECTION 2 - AP 2.01	PLICATION & GENERAL REQUIREMENTS Categories of Events Organizing Authorities shall select from one of the following categories and may modify the OSR
		to suit local conditions.
MoMu0	2.01.1	Category 0 Trans-oceanic races, including races which pass through areas in which air or sea temperatures are likely to be less than 5°C (41°F) other than temporarily, where boats must be completely self- sufficient for very extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.
MoMu1	2.01.2	Category 1 Races of long distance and well offshore, where boats must be completely self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.
MoMu2	2.01.3	Category 2 Races of extended duration along or not far removed from shorelines or in large unprotected bays or lakes, where a high degree of self-sufficiency is required of the boats.
MoMu3	2.01.4	Category 3 Races across open water, most of which is relatively protected or close to shorelines.
MoMu4	2.01.5	Category 4 Short races, close to shore in relatively warm or protected waters normally held in daylight.
	2.01.6	Special Regulations - for Inshore Racing Short races, close to shore in relatively warm and protected waters where adequate shelter and/ or effective rescue is available all along the course, held in daylight only (refer to Appendix B).
	2.01.7	Special Regulations - for Inshore Dinghy Racing Short races in boats that may not be self-sufficient, with rescue boats available all along the course, held in daylight only (refer to Appendix C).
	2.02	Incident Reporting The Organizing Authority of a race will establish whether any incidents occurred, which if reported would be likely to be relevant to evolving the Offshore Special Regulations, the plan review process, or in increasing safety. The Organizing Authority will follow any guidelines issued by World Sailing concerning incident reporting.

**	2.03		Inspection A boat may be inspected at any time. If she fails to comply with the OSR her entry may be rejected or she will be subject to protest
	2.04		General Requirements
**	2.04.1		All equipment required by OSR shall:
**		a)	function properly
**		b)	be regularly checked, cleaned and serviced
**		c)	when not in use be stowed in conditions in which deterioration is minimised
**		d)	be readily accessible
**		e)	be of a type, size and capacity suitable and adequate for the intended use and size of the boat.
**	2.04.2		Heavy items shall be permanently installed or securely fastened.
	SECTION	3 - ST	RUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT
**			A boat shall be/have:
	3.01		Strength of Build and Rig
**	3.01.1		Properly rigged, fully seaworthy and shall meet the OSR.
**	3.01.2		Equipped with shrouds and at least one forestay that shall remain connected to the mast and the boat while racing.
	3.02		Watertight Integrity of a Boat
**	3.02.1		Essentially watertight and all openings shall be capable of being immediately secured. Centreboard, daggerboard trunks and the like shall not open into the interior of a hull except via a watertight maintenance hatch with the opening entirely above the Waterline.
	3.03		Hull Construction Standards (Scantlings)
Mo0,1,2	3.03.1		If a monohull with a Primary Launch after 2009
Mo0,1,2		a)	less than 24 m (78'-9") LH shall: i) be designed, built and maintained in accordance with the requirements of ISO 12215 Category A
	3.03.1	a)	ii) have a World Sailing/ISAF building plan review certificate issued from a notified body recognized by World Sailing, unless higher classification has been obtained from a Classification Society recognised by World Sailing. World Sailing will publish a list of waived plan review certificates.
Mo0,1,2		b)	24 m (78'-9") LH and greater shall: be designed, built and maintained in accordance with the requirements of a Classification Society recognized by World Sailing
Mo0,1,2		c)	have a Builder's Declaration signed and dated by the builder to confirm the boat is built in accordance with the reviewed plans. In cases when a builder no longer exists, a race organizer or class rules may accept a signed statement by a naval architect or other person familiar with the requirements of above in lieu of the Builder's Declaration, and
Mo0,1,2		d)	have an additional World Sailing/ISAF certificate of building plan review in accordance with a) or b) and c) above for any significant repair of modification to the hull, deck, coachroof, keel or appendages.
MoMu0,1,2	3.03.2		A monohull with Primary Launch between 1987 and 2010, and all multihulls, shall have been designed, built, maintained, modified or repaired in accordance with the requirements of:
Mo0,1,2		a)	OSR 3.03.1, or
Mo0,1,2		b)	the ABS Guide for Building and Classing Offshore Yachts and have on board either an ABS certificate of plan approval, or written statements signed by the designer and builder confirming that they have respectively designed and built the boat in accordance with the ABS Guide, or
MoMu0,1,2		c)	the EC Recreational Craft Directive for Category A having obtained the CE mark, or
MoMu0,1,2		d)	ISO 12215 Category A, with written statements signed by the designer and builder confirming that they have respectively designed and built the boat in accordance with the ISO standard, and
MoMu0,1,2		e)	have written statements or approvals in accordance with a), or b) or c) and d) above for all significant repairs or modifications to the hull, deck, coach roof, keel or appendages, on board, except

MoMu0,1,2		f)	that a race organizer or class rules may accept, when that described in a), b), c), d) or e) above is not available, the signed statement by a naval architect or other person familiar with the standards listed above that the boat fulfils these requirements
	3.04		Stability - Monohulls
Mo0,1,2	3.04.1		Able to demonstrate compliance with ISO 12217-2* design category A or higher, either by EC Recreational Craft Directive certification having obtained the CE mark or the designer's declaration
Mo3	3.04.1		Able to demonstrate compliance with ISO 12217-2* design category B or higher, either by EC Recreational Craft Directive certification having obtained the CE mark or the designer's declaration. *The latest effective version of ISO 12217-2 should be used unless the boat was already designed to a previous version
Mo0,1,2,3	3.04.2		Where compliance in accordance with 3.04.1 cannot be demonstrated, able to demonstrate either:
Mo0,1,2		a)	i) a STIX value not less than 32; and
Mo0,1,2			ii) AVS not less than 130 - 0.002*m, but always >= 100°, (where "m" is the mass of the boat in the minimum operating condition as defined by ISO 12217-2); and
Mo0,1,2			iii) a minimum righting energy m*AGZ>172000 (where AGZ is the positive area under the righting lever curve in the minimum operating condition, expressed in kg metre degrees from upright to AVS); or
Mo3		a)	i) a STIX value not less than 23; and
Mo3			ii) AVS not less than 130 - 0.005*m, but always >= 95°, (where "m" is the mass of the boat in the minimum operating condition as defined by ISO 12217-2); and
Mo3			iii) a minimum righting energy not less than m*AGZ>57000 (where AGZ is the positive area under the righting lever curve in the minimum operating condition, expressed in kg metre degrees from upright to AVS); or
MoO		b)	Stability Index in ORC Rating System of not less than 120; or
Mo1		b)	Stability Index in ORC Rating System of not less than 115; or
Mo2		b)	Stability Index in ORC Rating System of not less than 110; or
Mo3		b)	Stability Index in ORC Rating System of not less than 103; or
Mo0,1		c)	IRC SSS Base value of not less than 35
Mo2		c)	IRC SSS Base value of not less than 28
Mo3		c)	IRC SSS Base value of not less than 15
MoO	3.04.3		Capable of self-righting from an inverted position with or without reasonable intervention from the crew and independent of the condition of the rig.
	3.05		Stability and Flotation - Multihulls
Mu0,1,2,3,4	3.05.1		Watertight bulkheads and compartments (which may include permanently installed flotation material) in each hull, to ensure that the boat is effectively unsinkable and capable of floating in a stable position with at least half the length of one hull flooded (see OSR 3.13.2)
Mu0,1,2,3,4	3.05.2		Transverse watertight bulkheads at intervals of not more than 4 m (13'-3") in every hull without accommodation if with a First Launch after 1998
Mu0,1,2,3,4	3.05.3		Designed and built to resist capsize.
	3.06		Exits - Monohulls
Mo0,1,2,3,4	3.06.1		At least two exits if 8.5 m (28') LH and greater and with a Primary Launch after 1994. One exit shall be located forward of the foremost mast except where structural features prevent its installation
Mo0,1,2,3,4	3.06.2		The following minimum clear hatch openings if First Launch after 2013:

Figure 1 - Measurements of Minimum Clear Opening

Mo0,1,2,3,4		a)	a circular hatch with diameter 450 mm (18"); or
Mo0,1,2,3,4		b)	any other shape with minimum dimension of 380 mm (15") and minimum area of 0.18 m ^{2} (1.9 ft ^{2}) (see figure 1)
Mo0,1,2,3,4			
	3.07		Exits and Escape Hatches - Multihulls
	3.07.1		Exits
Mu0,1,2,3	3.07.1		At least two exits in each hull which contains accommodations
Mu4	3.07.1		At least two exits in each hull which contains accommodations if 8 m (26'-3") LH and greater
	3.07.2		Escape Hatches, Underside Clipping Points & Handholds
Mu0,1,2,3,4		a)	If 12 m (39'-4") LH and greater each hull which contains accommodation:
Mu0,1,2,3,4			i) an escape hatch for access to and from the hull in the event of an inversion;
Mu0,1,2,3,4			ii) a minimum clearance diameter through each escape hatch of 450 mm (18") or when an escape hatch is not circular, sufficient clearance to allow a crewmember to pass through fully clothed on boats if First Launch after 2002
Mu0,1,2,3,4			iii) each escape hatch above the waterline when the boat is inverted;
Mu0,1,2,3,4			iv) each escape hatch at or near the midships station if First Launch after 2000
Mu0,1,2,3,4			v) each escape hatch on the side nearest the vessel's central axis for a catamaran if First Launch after 2002
Mu0,1,2,3,4	3.07.2	b)	if a trimaran at least two escape hatches in compliance with the dimensions in OSR 3.07.2 a) ii if 12 m (39'-4") LH and greater if First Launch after 2002
Mu0,1	3.07.2	c)	if a trimaran at least one escape hatch in compliance with the dimensions in OSR 3.07.2 a) ii if less than 12 m (39'-4") LH if First Launch after 2002
Mu0,1,2,3,4		c)	each escape hatch shall have been opened both from inside and outside within 6 months prior to the race
Mu0,1,2,3,4	3.07.2	d)	appropriate handholds/clipping points on the underside sufficient for all crew (on a trimaran these shall be around the central hull)
Mu0,1,2,3,4		e)	a catamaran with a central nacelle first launched after 2002 shall have on the underside around the central nacelle, handholds of sufficient capacity to enable all persons on board to hold on and/or clip on securely
Mu2,3,4	3.07.3		This is replaced by a RORC Prescription: Multihulls shall have escape hatch(es) as detailed in OSR 3.07.2
	3.08		Hatches & Companionways
**	3.08.1		Hatch covers forward of the maximum beam station shall not open toward the interior of the boat, except hatches in the side of a coachroof or ports having an area of less than 0.071 m² (110 in²)
**	3.08.2		A hatch, including a hatch over a locker shall be:
**		a)	permanently attached and capable of being firmly shut immediately and remaining firmly shut in a 180° capsize
Mo0,1,2,3,4		b)	above the water when the boat is heeled 90°
Mo0,1,2,3,4			A boat may have a maximum of two hatches on each side of centerline that do not conform to the requirement in b), provided that the opening of each is less than 0.071² m (110 in²)
**	3.08.3		Hatches not conforming with 3.08.1 and 3.082 shall be clearly labelled and used in accordance with the following instruction "NOT TO BE OPENED AT SEA"
**	3.08.4		Companionway hatches:
**		a)	fitted with a strong securing arrangement which shall be operable from the exterior and interior even when the boat is inverted
**		b)	blocking devices:
**			i) capable of being retained in position with the hatch open or shut
Mo0,1,2,3,4	3.08.5		if a monohull with Open Cockpit(s):
Mo0,1,2,3,4	3.08.5	a)	a companionway sill that does not extend below the local sheerline; or
Mo0,1,2,3,4		b)	a companionway in full compliance with ISO 11812 category A

Mo0,1,2,3,4	3.08.6		if a monohull with Contained Cockpit(s) where the companionway extends below the local sheerline, panels capable of blocking the companionway up to the level of the local sheerline whilst giving access to the interior.
Mu0,1,2,3,4	3.08.7		if a multihull with a companionway hatch extending below the local sheerline either:
Mu0,1,2,3,4		a)	have a minimum sill height of 300 mm (12") and be capable of being blocked off up to the level of the local sheerline whilst giving access to the interior with the blocking device(s) in place; or
Mu0,1,2,3		b)	be in compliance with ISO 11812 to design category A
Mu4			be in compliance with ISO 11812 to design category B
	3.09		Cockpits
**	3.09.1		Cockpits that self-drain quickly by gravity at all angles of heel and are permanently incorporated as an integral part of the boat
**	3.09.2		A cockpit sole at least 2% LWL above the waterline (or in IMS boats with First Launch before 2003, at least 2% L above the waterline)
**	3.09.3		A bow, lateral, central or stern well is a cockpit for the purposes of OSR 3.09.
**	3.09.4		Cockpit Volume
**			The maximum combined volume below lowest coamings of all contained cockpits shall be:
Extract		a)	primary launch before April 1992: 6% (LWL x maximum beam x freeboard abreast the cockpit)
MoMu0,1		۷,	
Extract MoMu2,3,4			primary launch before April 1992: 9% (LWL x maximum beam x freeboard abreast the cockpit)
**		b)	primary launch after March 1992 as above for the appropriate category except that "lowest coamings" shall not include any aft of the FA station and no extension of a cockpit aft of the working deck shall be included in calculation of cockpit volume
	3.09.5		Cockpit Drains
**			Cockpit drain cross section area of unobstructed openings (after allowance for screens if fitted) shall be at least that of:
**		a)	2 x 25 mm (1") diameter or equivalent for a boat less than 8.5 m (28') LH
**		b)	4 x 20 mm (3/4") diameter or equivalent for a boat 8.5 m (28') LH or greater
	3.10		Sea Cocks or Valves
**	3.10.1		Permanently installed sea cocks or valves on all through-hull openings below the waterline except for integral deck scuppers and instrument through-hulls
	3.11		Sheet Winches
**			Sheet winches mounted in such a way that an operator is not required to be substantially below deck
	3.12		Mast Step
**	3.12.1		The heel of a keel stepped mast securely fastened to the mast step or adjoining structure
	3.13		Watertight Bulkheads
Mo0Mu0,1,2,3,4	3.13.1		Either a watertight "crash" bulkhead within 15% of LH from the bow and abaft the forward end of LWL, or permanently installed closed-cell foam buoyancy effectively filling the forward 30% LH of the hull
Mo0Mu0,1,2,3,4	3.13.2		Any required watertight bulkhead to be strongly built to take a full head of water pressure without allowing any leakage into the adjacent compartment
MoO	3.13.3		At least two watertight transverse main bulkheads in addition to any bulkheads positioned within the forward and aft 15% of LH
Mo0	3.13.4		Outside deck access for inspection and pumping shall be provided to every watertight compartment terminated by a hull section bulkhead, except that deck access to extreme end "crash" compartments is not required
MoO	3.13.5		An access hatch in every required watertight bulkhead (except a "crash" bulkhead). The access hatch shall have means of watertight closure permanently attached to the main panel, or lid, or cover of the hatch. The closure shall not require tools to operate.
			Dulaite Stenshippe Lifelinge
	3.14		Pulpits, Stanchions, Lifelines

a) Continuous lifelines fixed only at (or near) the bow and stern. However a gate on each side of a boat is permitted. Except at its end fittings and at gates, the movement of a lifeline in a fore-and-aft direction shall not be constrained. Temporary sleeving shall not modify tension in the lifeline
 b) Minimum heights of lifelines and pulpit rails above the working deck and vertical openings:

 upper: 600 mm (24")
 ii) intermediate: 230 mm (9")

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MoMu3,4

- iii) vertical opening: no greater than 380 mm (15") except that on a boat with a Primary Launch before 1993 where it shall be no greater than 560 mm (22")
 - iv) a boat less than 8.5 m (28') LH may use a single lifeline system with a height between 450 mm (18") and 560 mm (22")
- c) Lifelines permanently supported at intervals of not more than 2.2 m (7'-2 1/2") and shall not pass outboard of supporting stanchions
- d) Pulpit and stanchion bases permanently installed with pulpits and stanchions mechanically retained in their bases
- e) The outside of pulpit and stanchion base tubes no further inboard from the edge of the working deck than 5% of maximum beam or 150 mm (6"), whichever is greater, nor further outboard than the edge of the working deck
- f) Stanchions straight and vertical except that:

i) within the first 50 mm (2") from the deck, stanchions shall not be displaced horizontally from the point at which they emerge from the deck or stanchion base by more than 10 mm (3/8")

ii) stanchions may be angled to not more than 10° from vertical at any point above 50 mm (2") from the deck

- g) A bow pulpit may be open provided the opening between the pulpit and any part of the boat does not exceed 360 mm (14")
- h) Lifelines may terminate at or pass through adequately braced stanchions set inside and overlapping the bow pulpit

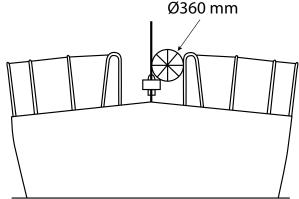


Figure 2 - Diagram Showing Pulpit Opening

**		i)	When a deflecting force of 4 kg (8.8 #) is applied to a lifeline at the mid-point of the longest span between supports that are aft of the mast, the deflection shall not exceed:
**			i) 50 mm (2") for an upper or single lifeline
**			ii) 120 mm (4 ¾") for an intermediate lifeline
Mu0,1,2,3,4	3.14.2		Special Requirements for Pulpits, Stanchions, Lifelines on Multihulls
Mu0,1,2,3,4			When on a boat it is impractical to precisely follow OSR regarding pulpits, stanchions, lifelines, the regulations for monohulls shall be followed as closely as possible
	3.14.3		Spare number
	3.14.4		Spare number
	3.14.5		Spare number
	3.14.6		Lifeline Specifications
Mo0,1,2,3	3.14.6	a)	Lifelines of stranded stainless steel wire

Mo4,Mu**	3.14.6	a)	Lifelines of either:			
14104,1410	3.14.6	a)	i) stranded stainless ste	el wire		
	3.14.6	a)	ii) HMPE			
**	3.14.6	b)	The minimum diameter	is specified in table 8 b	elow	
**	3.14.6	c)	Stainless steel lifelines temporary sleeving may			itting sleeving, however, nspection
**	3.14.6	d)	A lanyard of synthetic ro exceed 100 mm (4"). Thi			he gap it closes does not
**	3.14.6	e)	All components of the li lifeline	eline enclosure syster	n shall have a breaking	strength no less than the
Mo4,Mu**	3.14.6	f)	When HMPE is used, i manufacturer's recomm		from chafe and spliced	in accordance with the
	3.15		Multihull Nets or Tramp	olines		
Mu0,1,2,3,4	3.15.1		The words "net" and "tra	mpoline" are intercha	ngeable. A net shall be:	
			LH	wire	HMPE rope (Single braid)	HMPE Core (Braid on braid)
			under 8.5m (28ft)	3mm (1/8 in)	4mm (5/32 in)	4mm (5/32 in)
			8.5m - 13m	4mm (5/32 in)	5mm (3/16 in)	5mm (3/16 in)
			over 13m (42 ft 8 in)	5mm (3/16 in)	5mm (3/16 in)	5mm (3/16 in)
Mu0,1,2,3,4	3.15.1	a)	essentially horizontal			
Mu0,1,2,3,4	3.15.1	b)		nension. Attachment po	pints shall be planned to	with openings not larger avoid chafe. The junction
Mu0,1,2,3,4	3.15.1	c)	solidly fixed at regular i stitched to a bolt rope	ntervals on transverse	and longitudinal suppo	rt lines and shall be fine-
Mu0,1,2,3,4	3.15.1	d)	able to carry the full we capsize when the boat is	-	in normal working cond	itions at sea or in case of
	3.15.2		Trimarans with Double	Crossbeams		
	3.15.2		A trimaran with double o	crossbeams shall have	nets on each side cover	ing:-
Mu0,1,2,3,4	3.15.2	a)	the area formed by the	rossbeams, central hu	Il and outriggors	
	3.15.2		the area formed by the t		ill and outriggers	
	011012	b)	-	he aft end of the centra	al pulpit, the mid-point of	each forward crossbeam,
	3.15.2	b) c)	the triangles formed by t and the intersection of t the triangles formed by	he aft end of the centra ne crossbeam and the v the aftermost part c int of each after cross	al pulpit, the mid-point of central hull of the cockpit or steerir	each forward crossbeam, Ig position (whichever is on of the crossbeam and
			the triangles formed by t and the intersection of t the triangles formed by furthest aft), the mid-po the central hull; except t	he aft end of the centra ne crossbeam and the v the aftermost part of int of each after cross hat:- equirement when cock	al pulpit, the mid-point of central hull of the cockpit or steerir beam, and the intersection cpit coamings and/or lif	g position (whichever is
	3.15.2	c)	the triangles formed by t and the intersection of t the triangles formed by furthest aft), the mid-po the central hull; except t OSR 3.15.2(c) is not a r	he aft end of the centra ne crossbeam and the 7 the aftermost part of int of each after cross hat:- equirement when cock m height requirements	al pulpit, the mid-point of central hull of the cockpit or steerir beam, and the intersection cpit coamings and/or lif	g position (whichever is on of the crossbeam and
Mu0,1,2,3,4	3.15.2 3.15.2	c)	the triangles formed by t and the intersection of t the triangles formed by furthest aft), the mid-po the central hull; except t OSR 3.15.2(c) is not a r comply with the minimu Trimarans with Single (A trimaran with a single on each side between tw	he aft end of the centra ne crossbeam and the v the aftermost part of int of each after cross hat:- equirement when cock m height requirements Crossbeams crossbeam shall have o straight lines from the end of the pulpit on th	al pulpit, the mid-point of central hull of the cockpit or steerin beam, and the intersection copit coamings and/or lif is in OSR 3.14 nets between the centra e intersection of the cross re central hull, and to the	ng position (whichever is on of the crossbeam and elines are present which al hull and each outrigger asbeam and the outrigger, ne aftermost point of the
Mu0,1,2,3,4	3.15.2 3.15.2	c)	the triangles formed by t and the intersection of t the triangles formed by furthest aft), the mid-po the central hull; except t OSR 3.15.2(c) is not a n comply with the minimu Trimarans with Single (A trimaran with a single on each side between two respectively to the aft of	he aft end of the centra ne crossbeam and the v the aftermost part of int of each after cross hat:- equirement when cock m height requirements Crossbeams crossbeam shall have o straight lines from the end of the pulpit on th	al pulpit, the mid-point of central hull of the cockpit or steerin beam, and the intersection copit coamings and/or lif is in OSR 3.14 nets between the centra e intersection of the cross re central hull, and to the	ng position (whichever is on of the crossbeam and elines are present which al hull and each outrigger asbeam and the outrigger, ne aftermost point of the
Mu0,1,2,3,4 Mu0,1,2,3,4	3.15.2 3.15.2 3.15.3	c)	the triangles formed by t and the intersection of t the triangles formed by furthest aft), the mid-po the central hull; except t OSR 3.15.2(c) is not a m comply with the minimu Trimarans with Single (A trimaran with a single on each side between two respectively to the aft e cockpit or steering posit	he aft end of the centra ne crossbeam and the v the aftermost part of int of each after cross hat:- equirement when cock m height requirements Crossbeams crossbeam shall have o straight lines from the end of the pulpit on the ion on the central hull	al pulpit, the mid-point of central hull of the cockpit or steerin beam, and the intersection copit coamings and/or life in OSR 3.14 nets between the centra e intersection of the cross is central hull, and to the (whichever is furthest a	ng position (whichever is on of the crossbeam and elines are present which al hull and each outrigger asbeam and the outrigger, ne aftermost point of the
	3.15.2 3.15.2 3.15.3 3.16	c)	the triangles formed by t and the intersection of t the triangles formed by furthest aft), the mid-po the central hull; except t OSR 3.15.2(c) is not a m comply with the minimu Trimarans with Single (A trimaran with a single on each side between two respectively to the aft e cockpit or steering posit Catamarans	he aft end of the centra ne crossbeam and the v the aftermost part of int of each after cross hat:- equirement when cock m height requirements Crossbeams crossbeam shall have o straight lines from th end of the pulpit on th ion on the central hull nets covering the area	al pulpit, the mid-point of central hull of the cockpit or steerin beam, and the intersection copit coamings and/or life in OSR 3.14 nets between the centra e intersection of the cross is central hull, and to the (whichever is furthest a	ng position (whichever is on of the crossbeam and elines are present which al hull and each outrigger asbeam and the outrigger, ne aftermost point of the
Mu0,1,2,3,4	3.15.2 3.15.2 3.15.3 3.16 3.16	c) d)	the triangles formed by t and the intersection of t the triangles formed by furthest aft), the mid-po the central hull; except t OSR 3.15.2(c) is not a n comply with the minimu Trimarans with Single (A trimaran with a single on each side between two respectively to the aft e cockpit or steering posit Catamarans A catamaran shall have laterally by the hulls; an longitudinally by transve	he aft end of the centra ne crossbeam and the v the aftermost part of int of each after cross hat:- equirement when cock m height requirements Crossbeams crossbeam shall have o straight lines from the end of the pulpit on the ion on the central hull nets covering the area d erse stations through However, a catamaran	al pulpit, the mid-point of central hull of the cockpit or steerin beam, and the intersection cpit coamings and/or life in OSR 3.14 nets between the centration in or a state of the cross recentral hull, and to the (whichever is furthest a defined: the forestay base, and t	ng position (whichever is on of the crossbeam and elines are present which al hull and each outrigger asbeam and the outrigger, ne aftermost point of the

Mo0,1,2,3	3.17.1		Permanently installed toe rail of minimum height 25 mm (1"), located as close as practicable to the stanchion bases, around the foredeck from abreast the mast
Mo0,1,2,3	3.17.2		An additional lifeline of between 25-50 mm (1-2") high is permitted in lieu of a toe rail on a boat with Primary Launch before 1984.
	3.18		Toilet
MoMu0,1,2	3.18.1		Permanently installed toilet
MoMu3,4	3.18.2		Permanently installed toilet or fitted bucket
	3.19		Bunks
MoMu0	3.19.1		Permanently installed bunk for each crewmember
MoMu1,2,3,4	3.19.2		Permanently installed bunks
	3.20		Cooking Facilities
MoMu0,1,2,3	3.20.1		Permanently installed cooking stove, capable of being operated safely at sea, with fuel shutoff control
	3.21		Drinking Water Tanks & Drinking Water
	3.21.1		Drinking Water Tanks
MoMu0	3.21.1		Permanently installed delivery pump and water tanks dividing the water supply into at least three compartments
MoMu1	3.21.1		Permanently installed delivery pump and water tanks dividing the water supply into at least two compartments
MoMu2,3	3.21.1		Permanently installed delivery pump and water tank(s)
	3.21.2		Drinking Water
ΜοΜυθ	3.21.2		Equipment (which may include watermakers and tanks containing water) permanently installed to provide at least 3 l (0.8 US Gal) of drinking water per person per day for the likely duration of the voyage
	3.21.3		Emergency Drinking Water
MoMu1,2,3	3.21.3		At least 9 l (2.4 US Gal) of drinking water for emergency use in a dedicated and sealed container or container(s)
MoMuÛ	3.21.3	a)	in the absence of a power driven watermaker, at least 1 l (0.26 US Gal) per person per day in at least two separate containers shall be provided for the expected duration of the voyage
MoMuÛ	3.21.3	b)	when a power-driven watermaker is on board, at least 500 ml (0.13 US Gal) per person per day in at least two separate containers shall be provided for the expected duration of the voyage
MoMu0	3.21.3	c)	facilities shall be provided to collect rainwater for drinking purposes including when dismasted
	3.22		Hand Holds
**	3.22.1		Adequate hand holds fitted below deck
	3.23		Bilge Pumps and Buckets
**	3.23.1	a)	two strong buckets, each with a lanyard and of at least 9 l (2.4 US Gal) capacity
Mo0,1,2	3.23.1	b)	two permanently installed manual bilge pumps, one operable from above, the other from below deck
Mo3Mu0,1,2	3.23.1	b)	one permanently installed manual bilge pump
Mo4	3.23.1	b)	one manual bilge pump
Mu0,1,2,3,4	3.23.1	c)	provision to pump out all watertight compartments (except those filled with impermeable buoyancy)
**	3.23.2		All required permanently installed bilge pumps shall be operable with all cockpit seats, hatches and companionways shut and with permanently installed discharge pipe(s) of sufficient capacity
**	3.23.3		Bilge pumps shall not be connected to cockpit drains and shall not discharge into a Closed Cockpit
**	3.23.4		Bilge pumps shall be readily accessible for maintenance and for clearing out debris
**	3.23.5		All removable bilge pump handles retained by a lanyard
	3.24		Compass
MoMu0,1,2,3	3.24		Marine magnetic compass capable of being used as a steering compass:

MoMu0,1,2,3,4	3.24	a)	Permanently installed marine magnetic steering compass, independent of any power supply, correctly adjusted with deviation card
MoMu0,1,2,3	3.24	b)	a second compass which may be hand-held and/or electronic
	3.25		Halyards
**	3.25		A minimum of two halyards, each capable of hoisting a sail, on each mast
	3.26		Bow Fairlead
MoO	3.26		Bow fairlead, closed or closable and a cleat or securing arrangement, suitable for towing, permanently installed
	3.27		Navigation Lights
**	3.27.1		mounted above sheerline and so that they will not be masked by sails or the heeling of the boat
**	3.27.2		having light intensity meeting COLREGS. When incandescent bulbs are used the minimum power rating shall be:
**	3.27.2	a)	For LH less than 12 m (39'-4"), 10 W
**	3.27.2	b)	For LH 12 m (39'-4") and greater, 25 W
MoMu0,1,2,3	3.27.3		reserve lights having the same specifications as above, and that can be powered independently
**	3.27.4		spare bulbs (not required for LED)
	3.28		Engines, Generators, Fuel
	3.28.1		Propulsion Engines
**	3.28.1	a)	engines and associated systems installed in accordance with their manufacturers' guidelines and suitable for the size and intended use of the boat
MoMu0,1,2,3	3.28.1	b)	an engine which provides a minimum speed in knots of (1.8 x WLWL in metres) or (W LWL in feet)
Mo0,1,2Mu0	3.28.1	c)	inboard engine
Mu1,2,3	3.28.1	c)	inboard engine, however if less than 12.0 m (39'-4") LH either an inboard engine, or an outboard engine together with permanently installed fuel supply systems and fuel tank(s)
Mo3	3.28.1	c)	either an inboard or outboard engine, with associated tanks and fuel supply systems, all securely fastened
**	3.28.1	d)	an inboard engine shall have a permanently installed exhaust, cooling system, fuel supply, fuel tank(s) and shall have adequate heavy weather protection
	3.28.2		Generator
**	3.28.2		If an optional generator separate from the propulsion engine is carried, it shall be installed in accordance with the manufacturer's guidelines
	3.28.3		Fuel Systems
MoMu0,1,2,3	3.28.3	a)	All fuel tanks shall be rigid (but may have permanently installed flexible linings) and shall have a shutoff valve
MoMu0,1,2,3	3.28.3	b)	At the start a boat shall carry sufficient fuel to meet charging requirements for the duration of the race and to motor at the above minimum speed for at least 8 hours
MoMu0,1,2,3	3.28.4		Battery Systems
MoMu0,1,2,3	3.28.4	a)	a dedicated engine starting battery when an electric starter is the only method for starting the engine
MoMu0,1,2,3	3.28.4	b)	batteries installed after 2011 shall be of the sealed type from which liquid electrolyte cannot escape
	3.29		Communications Equipment, GPS, Radar, AIS
MoMu0,1,2,3	3.29.01		a marine radio transceiver with an emergency antenna when the regular antenna depends upon the mast
MoMu0,1,2,3	3.29.02		if the marine radio transceiver is a VHF:
MoMu0,1,2,3	3.29.02	a)	a minimum rated output power of 25 W
MoMu0,1,2	3.29.02	b)	a masthead antenna not less than 38 cm (15") in length and co-axial feeder cable with not more than 40% power loss
MoMu3	3.29.02	b)	a masthead antenna and co-axial feeder cable with not more than 40% power loss

**	4.03.1		A tapered soft wood plug stowed adjacent to every through-hull opening
	4.04		Soft Wood Plugs
Mu0,1,2,3,4	4.02.2		A 1 m ² (11 ft ²) area of highly-visible pink, orange or yellow showing when the boat is inverted
Mo1,Mu1,2	4.02.1		A 1 m ² (11 ft ²) solid area of highly-visible pink, orange or yellow capable of being displayed on the coachroof and/or deck
MoMu0	4.02.1		A 4 m^2 (43 ft ²) area of highly-visible pink, orange or yellow on the coachroof and/or deck
	4.02		Search and Rescue Visibility
			important that all vessels can be easily identified so that they can be excluded from any search and rescue operation.
MoMu0,1,2,3	4.01.2		RORC Prescription: OSR 4.01.2 is amended to read: After the start when sail numbers are not displayed elsewhere (sails down) they shall be displayed on the port quarter. It is particularly
**	4.01.1		Identification on sails which complies with RRS 77 and RRS Appendix G
	4.01		Sail Letters & Numbers
		-	A boat shall have:
	SECTION	4 - P0	RTABLE EQUIPMENT
MoMu0,1,2	3.29.13	b)	has a dedicated AIS antenna not less than 38 cm (15") in length mounted with its base not less than 3 m (10') above the Waterline and co-axial feeder cable with not more than 40% power loss (Loss Estimator)
MoMu0,1,2	3.29.13	a)	shares the masthead VHF antenna via a low loss AIS antenna splitter; or
Mo0,1,2 Mu1,2	3.29.13		an AIS Transponder which either:
Mu0	3.29.12		a class A AIS Transponder which either:
MoMuO	3.29.11	b)	a frequency modulated continuous wave (FMCW) Broadband Radar™ unit. The radar antenna unit shall remain essentially horizontal when the boat is heeled and at least 7 m (23') above the water. Installations in place before January 2006 shall comply as closely as possible with OSR 3.29.11 a)
MoMu0	3.29.11	a)	a pulse (magnetron) unit with not less than 4 kW PEP and an antenna unit with a maximum dimension not less than 533 mm; or
MoMu0	3.29.11		an active radar set permanently installed either:
MoMu0	3.29.10		an MF/HF marine SSB transceiver (GMDSS/DSC) with at least 125 W transmitter power and frequency range from at least 1.6 to 29.9 MHz with permanently installed antenna and earth
MoMuÛ	3.29.09		a Standard-C satellite terminal (GMDSS) shall be permanently installed and permanently powered up for the duration of the race and for which the race committee shall have polling authority
MoMu3	3.29.08		a GPS
MoMuO	3.29.07		a direction-finding radio receiver operating on 121.5 MHz to take a bearing on a PLB or EPIRB, or an alternative device for crew overboard location when each crew member has an appropriate personal unit (see OSR 5.07);
**	3.29.06		a second radio receiver, which may be the handheld VHF in 3.29.5 above, capable of receiving weather bulletins
MoMu1,2,3,4	3.29.05		a hand-held marine VHF transceiver, watertight or with a waterproof cover. When not in use to be stowed in a grab bag or emergency container (see OSR 4.21)
MoMu0	3.29.04		at least two hand-held marine VHF transceivers each with min 5 W output power, watertight or with waterproof covers. When not in use to be stowed in a grab bag (see OSR 4.21)
MoMu1	3.29.03	b)	One hand-held satellite telephone, watertight or with waterproof cover and internal battery
MoMuO	3.29.03	a)	at least two hand-held satellite telephones, watertight or with waterproof covers and internal batteries. When not in use each to be stowed in a grab bag (see OSR 4.21)
MoMu0	3.29.02	e)	a marine VHF DSC radio covering all international and US marine channels and meeting ITU class D
MoMu1,2,3	3.29.02	d)	(unique to the boat), be connected to a GPS receiver and be capable of making distress alert calls as well as sending and receiving a DSC position report with another DSC equipped station
MoMu1,2,3	3.29.02	c)	be DSC capable if installed after 2015

	4.04		Jackstays and Clipping Points
MoMu0,1,2,3	4.04		Permanently Installed fittings for jackstay ends and clipping points
MoMu0,1,2,3	4.04.1		Jackstays which shall:
MoMu0,1,2,3	4.04.1	a)	be independent on each side of the deck
MoMu0,1,2,3	4.04.1	b)	enable a crewmember to move readily between the working areas on deck and the cockpit(s) with the minimum of clipping and unclipping operations
MoMu0,1,2,3	4.04.1	c)	have a breaking strength of 2040 kg (4500#) and be uncoated and nonsleeved stainless steel 1 x 19 wire of minimum diameter 5 mm (3/16"), webbing or HMPE rope
MoMu0,1,2,3	4.04.2		Clipping points which shall:
MoMu0,1,2,3	4.04.2	a)	be adjacent to stations such as the helm, sheet winches and masts, where crewmembers work
MoMu0,1,2,3	4.04.2	b)	enable a crewmember to clip on before coming on deck and unclip after going below
MoMu0,1,2,3	4.04.2	c)	enable two-thirds of the crew to be simultaneously clipped on without depending on jackstays
Mu0,1,2,3	4.04.2	d)	on a trimaran with a rudder on the outrigger, permit a crewmember to repair the steering mechanism whilst attached to a clipping point
	4.05		Fire Fighting Equipment
**	4.05.1		A fire blanket adjacent to every cooking device with an open flame
MoMu0	4.05.2		3 fire extinguishers, each with 2 kg of dry powder or equivalent, in different parts of the boat, one system of which is to deal with fire in a machinery space
MoMu1,2,3	4.05.2		2 fire extinguishers, each with 2 kg each of dry powder or equivalent, in different parts of the boat
MoMu4	4.05.2		2 fire extinguishers in different parts of the boat
	4.06		Anchors
MoMuO	4.06		Anchors, chain and rope which comply with relevant class rules or the rules of a recognised Classification Society (e.g. Lloyd's, DNV, etc.)
MoMu1,2,3	4.06		2 unmodified anchors that meet the anchor manufacturer's recommendation based on the boat's dimensions with suitable combination of chain and rope, ready for immediate assembly, and ready for deployment within 5 minutes except that for a boat less than 8.5 m (28') LH there shall be 1 anchor meeting the same criteria
MoMu4	4.06		1 un-modified anchor that meets the anchor manufacturer's recommendation based on the boat's dimensions with suitable combination of chain and rope, ready for immediate assembly, and ready for deployment within 5 minutes.
	4.07		Flashlights and Searchlights
**	4.07		Watertight lights with spare batteries and bulbs as follows:
MoMu0,1,2,3	4.07	a)	a searchlight, suitable for searching for a person overboard at night and for collision avoidance
MoMu0,1,2,3	4.07	b)	a flashlight in addition to 4.07 a)
Mu3,4	4.07	c)	the watertight flashlight in OSR 4.07 b) shall be stowed in the grab bag or emergency container
MoMu0	4.07	d)	a high-intensity heavy duty searchlight powered by the boat's batteries, instantly available for use on deck and in the cockpit
MoMu0,1,2,3	4.07	e)	RORC Prescription: a floating waterproof torch for use in the event of man overboard at night, which can be thrown into the sea as a marker.
	4.08		First Aid Manual and First Aid Kit
**	4.08.1		A First Aid Manual and First Aid Kit. The contents and storage of the First Aid Kit shall reflect the likely conditions and duration of the passage, and the number of crew
	4.09		Foghorn
**	4.09.1		A foghorn
	4.10		Radar Reflector
**	4.10.1		A passive radar reflector with:
**	4.10.1	a)	octahedral circular plates of minimum diameter 30 cm (12"), or
**	4.10.1	b)	octahedral rectangular plates of minimum diagonal dimension 40 cm (16"), or
**	4.10.1	c)	a non-octahedral reflector with a documented Root Mean Square minimum Radar Cross Section (RCS) area of 2 m² (22 ft²) from 0-360° of azimuth and ±20° of heel

MoMu0	4.10.2		A Radar Target Enhancer (RTE) which complies with ISO 8729-2:2009 or equivalent
Homas	4.11		Navigation Equipment
**	4.11.1		Navigational charts (not solely electronic), light list and chart plotting equipment
	4.12		Safety Equipment Location Chart
**	4.12.1		A safety equipment location diagram in durable waterproof material, clearly displayed in the main accommodation, marked with the location of principal items of safety equipment
	4.13		Depth, Speed and Distance Instruments
MoMu0,1,2,3	4.13.1		A knotmeter or distance measuring instrument (log)
MoMu,1,2,3,4	4.13.2		A depth sounder
MoMu0	4.13.2		Two independent depth sounders
	4.14		Spare Number
	4.15		Emergency Steering
MoMu0,1,2,3	4.15.1		An emergency tiller capable of being fitted to the rudder stock except when the principal method of steering is by means of an unbreakable metal tiller
MoMu0,1,2,3	4.15.2		A proven method of emergency steering with the rudder disabled
	4.16		Tools and Spare Parts
**	4.16.1		Tools and spare parts, suitable for the duration and nature of the passage
**	4.16.2		An effective means to quickly disconnect or sever the standing rigging from the boat
	4.17		Boat's name
**	4.17.1		The boat's name on miscellaneous buoyant equipment, such as lifejackets, cushions, lifebuoys, recovery slings, grab bags etc.
	4.18		Retro-reflective material
**	4.18		Marine grade retro-reflective material on lifebuoys, recovery slings, liferafts and lifejackets
	4.19		EPIRBs
MoMu0	4.19.1		Two water and manually activated 406 MHz EPIRBs
MoMu1,2	4.19.1		A water and manually activated 406 MHz EPIRB
MoMu0,1,2	4.19.2		A 406 MHz EPIRB registered after 2015 shall include an internal GPS
MoMu0,1,2	4.19.3		All EPIRBs registered with the appropriate authority associated with the country code in the hexadecimal identification (15 Hex ID) of the beacon. A beacon can be registered online with the Cospas-Sarsat IBRD if the country does not provide a registration facility and the country has allowed direct registration in the IBRD
	4.20		Liferafts
	4.20.1		Liferaft Construction
MoMu1,2	4.20.1	a)	One or more inflatable liferafts with a total capacity to accommodate at least the total number of people on board which complies with:
MoMu1,2	4.20.1	a)	i) SOLAS LSA Code 1997 Chapter IV or later version; or
MoMu1,2	4.20.1	a)	ii) ISO 9650-1:2005, Type 1, Group A - Small Craft - Inflatable; or
MoMu1,2	4.20.1	a)	iii) ISAF liferafts manufactured before 2016 until replacement is due at end of service life; or
MoMu1,2	4.20.1	a)	iv) ORC liferafts manufactured before 2003 until replacement is due at end of service life
MoMu0	4.20.1	b)	A sufficient number of liferafts so that in the event of any one liferaft being lost or rendered unserviceable, sufficient aggregate capacity remains for all crewmembers
MoMu0	4.20.1	c)	Liferafts shall comply with SOLAS LSA code 1997 Chapter IV or later version
	4.20.2		Minimum Liferaft Equipment
MoMu0,1,2	4.20.2	a)	A SOLAS liferaft shall contain as a minimum a SOLAS A pack;
MuMo1	4.20.2	b)	An ISO 9650 liferaft shall contain as a minimum Pack 1 (greater than 24 hour pack);
MuMo2	4.20.2	c)	An ISO 9650 liferaft shall contain as a minimum Pack 2 (less than 24 hour pack);
MoMu1,2	4.20.2	d)	The minimum contents of the ISO liferaft equipment packs are listed below. Not all items are necessarily packed within the liferaft. Some items are permitted to be carried within an accompanying waterproof grab bag which shall be in a readily accessible location:

Equipmen	it		Pack 1 > 24h	Pack 2 < 24h	In liferaft	In liferaft o in grab bag
Portable b	ouoyant b	aler easily operable by hand	1	1	Х	
Sponge			2	2	Х	
Pair of bu to an entr		Idles with handles (not mitts) tied into raft adjacent	1	1	Х	
All dress	ings mus is. The fir	ing at least 2 tubes of sunscreen. In the capable of being effectively used in wet in the clearly marked and shall be	1	0		Х
Whistle			1	1	Х	
Waterpro complem		with 6 h duration and separate battery and bulb or rech	2	1	Х	
Signalling	g mirror		1	1	Х	
Anti-seas	ickness p	ills, per person	6	6		Х
Seasickne	ess bag w	ith simple effective closure system, per person	1	1		Х
Red hand	flares in	accordance with SOLAS LSA Code Chapter III, 3.2	6	3	3 min	Х
Red para III, 3.1	chute flar	res in accordance with SOLAS LSA Code Chapter	2	2	1 min	Х
Thermal p III, 2.5	protective	aids in accordance with SOLAS LSA Code Chapter	2	0		Х
inflatable	compart	able survivors to repair leaks in any or all of the ments. Repair systems must work when wet and g applied during violent motion.	1	1	Х	
with all n main app into any	necessary Daratus) r or all of	ws which shall be simple, robust and complete, connections (loose parts shall be captive to the eady for instant use to enable air to be pumped the inflatable compartments. The air pump or lesigned and built specifically for easy operation	1	1	X	
Drinking 500mL	water pe	er person, in containers of each not more than	1.5L	0	1.5L	Xa
Food per	person		10,000 kj	0		Х
*Drinking	water in	the grab bag (if any) may be replaced with a desali	nator devi	се		
4.20.3		Liferaft Packing and Stowage				
4.20.3	a)	Each liferaft shall be packed either in:-				
4.20.3	a)	i) a rigid container securely stowed on the working	g deck, in t	the cockpi	it or in an op	en space; or
4.20.3	a)	ii) a rigid container or valise securely stowed in	a dedicat	ted weath	er tight loc	ker containi

			or working deck, or transom
MoMu1,2	4.20.3	b)	In a boat with primary launch before June 2001, a liferaft may be packed in a valise not exceeding 40 kg securely stowed below deck adjacent to a companionway

liferaft and abandon ship equipment only which is readily accessible and opens onto the cockpit

- MoMu0,1,2 4.20.3 c) On a multihull or on a monohull with moveable ballast the liferaft shall be readily deployable whether or not the boat is inverted
- MoMu0,1,2 4.20.3 d) The end of each liferaft painter should be securely fastened to the boat

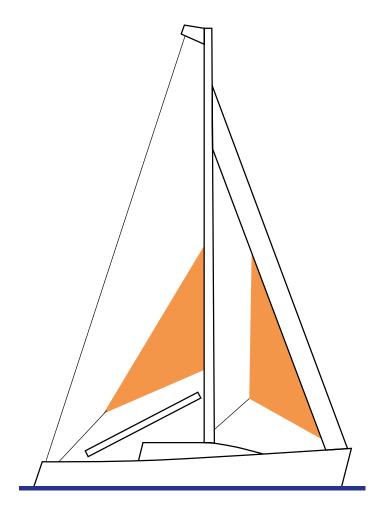
MoMu0,1,2	4.20.5		Liferaft Servicing
	4.20.4		Spare Number
MoMu0,1,2	4.20.3	e)	Each raft shall be capable of being got to the lifelines or launched within 15 seconds

MoMu0,1,2 4.20.5 a) A liferaft shall be serviced at a manufacturer authorized service station at the following maximum intervals:

MoMu0,1,2 MoMu0,1,2 MoMu0,1,2

	MoMu0,1,2	4.20.5	a)	i) SOLAS liferafts annually
	MoMu0,1,2	4.20.5	a)	ii) ISO 9650 canister packed liferafts every 3 years
	MoMu0,1,2	4.20.5	a)	iii) ISO 9650 valise packed liferafts every 3 years except that hired liferafts shall be serviced annually
	MoMu0,1,2	4.20.5	a)	iv) ISAF liferafts annually
	MoMu0,1,2	4.20.5	a)	v) ORC liferafts annually
	MoMu0,1,2	4.20.5	b)	Servicing certificates (original or a copy) on board
		4.21		Grab Bags
	Mo3Mu3,4	4.21		Either a watertight compartment or a grab bag, readily accessible whether or not the boat is inverted, with the following minimum contents:
I	Mo3Mu3,4	4.21	а)	a watertight hand-held marine VHF transceiver with spare batteries
l	Mo3Mu3,4	4.21	b)	a watertight flashlight with spare batteries and bulb
l	Mo3Mu3,4	4.21	c)	3 red hand flares
l	Mo3Mu3,4	4.21	d)	a watertight strobe light with spare batteries
	Mo3Mu3,4	4.21	e)	a knife
	**	4.21	f)	If a grab bag is provided it shall have inherent flotation, at least 0.1 m² (1 ft²) area of fluorescent orange colour on the outside, shall be marked with the name of the boat, and shall have a lanyard and clip
		4.22		Crew Overboard Identification and Recovery
		4.22.1		Locator Beacons
	MoMu0	4.22.1	a)	A PLB (Personal Locator Beacon) equipped with 406Mhz and 121.5Mhz for each crew member
	MoMu0,1,2	4.22.1	b)	An AIS personal crew overboard beacon for each crew member
	MoMu0	4.22.1	c)	A personal unit in addition to the PLB in OSR 4.22.1 b) if the location device carried by the boat in accordance with OSR 3.29.07 requires it;
	MoMu0,1,2	4.22.1	d)	Where possible every PLB shall be registered with the appropriate authority associated with the country code in the hexadecimal identification (15 Hex ID) of the beacon. A beacon can be registered online with the Cospas-Sarsat IBRD if the country does not provide a registration facility and the country has allowed direct registration in the IBRD
		4.22.2		GPS Crew Overboard Position
	MoMu0	4.22.2	a)	A GPS capable of recording a crew overboard position, within 10 seconds, and monitoring that position, and
	MoMu0	4.22.2	b)	connected to an emergency button immediately accessible to a helmsman which will sound an audible alarm in the accommodation and simultaneously send an appropriate signal to the GPS
	MoMu1,2	4.22.2	c)	A GPS capable of recording a crew overboard position, within 10 seconds, and monitoring that position
	MoMu3,4	4.22.3		a lifebuoy with a self-igniting light, a whistle and a drogue within reach of the helmsman and ready for immediate use
	MoMu0,1,2	4.22.3		a lifebuoy with a self-igniting light, a whistle and a drogue
	MoMu0,1,2	4.22.4		In addition to 4.22.3 above, within reach of the helmsman and ready for immediate use, a second lifebuoy equipped with:
	MoMu0,1,2	4.22.4	a)	a whistle, a drogue, a self-igniting light and
	MoMu0,1,2	4.22.4	b)	a pole and flag. The pole shall be either permanently extended or be capable of being fully automatically extended
	MoMu0	4.22.4	c)	Each lifebuoy shall be equipped with a sachet of fluorescein dye
	MoMu0,1,2	4.22.5		At least one lifebuoy shall depend entirely on permanent buoyancy (e.g. foam)
	**	4.22.6		Each inflatable lifebuoy and any automatic device shall be tested and serviced at intervals in accordance with its manufacturer's instructions
	**	4.22.7		A heaving line, no less than 6 mm (1/4")diameter, 15 - 25 m (50 - 75') long, readily accessible to cockpit
	MoMu0,1,2,3	4.22.8		A recovery sling which includes a:
	MoMu0,1,2,3	4.22.8	a)	buoyant line of length no less than the shorter of 4 times LH or 36m (120')

MoMu0,1,2,3	4.22.8	b)	buoyancy section (horseshoe) w	buoyancy section (horseshoe) with no less than 90 N (20#) buoyancy			
MoMu0,1,2,3	4.22.8	c)	minimum strength capable to h	oist a crewmember aboard			
	4.23		Pyrotechnic and Light Signals				
**	4.23.1		Pyrotechnic signals shall be provided conforming to SOLAS LSA Code Chapter III Visual Signal and not older than the stamped expiry date (if any) or if no expiry date stamped , not older than 4 years.				
			Race Category	Red Hand Flares LSA III 3.2	Orange Smoke LSA III 3.3		
			MoMu0,1,2,3	4	2		
			MoMu4		2		
	4.24		Spare Number				
	4.25		Cockpit Knife				
**	4.25.1		strong, sharp knife, sheathed ar from the deck or a cockpit	nd securely restrained shall be pr	rovided readily accessible		
	4.26		Storm & Heavy Weather Sails				
	4.26.1		Design				
MoMu1,2							
**	4.26.1	a)	The material of the body of a st (e.g. dayglo pink, orange or yello	orm sail purchased after 2013 sh ow)	nall have a highly-visible colour		
**	4.26.1	b)	Aromatic polyamides, carbon a HMPE and similar materials are	nd similar fibres shall not be us permitted	ed in a trysail or storm jib but		



**	4.26.1	c)	Sheeting positions on deck for each storm and heavy-weather sail		
**	4.26.1	d)	Sheeting positions for the trysail independent of the boom		
	4.26.2	-,	Sail Areas		
**	4.26.2		The maximum area of storm sails shall be lesser of the areas below or as specified by the boat designer or sailmaker		
MoMu0,1,2,3	4.26.2	a)	A heavy-weather jib (or heavy-weather sail in a boat with no forestay) with:		
**	4.26.2	a)	i) area of 13.5% height of the foretriangle (IG) squared		
**	4.26.2	a)	ii) readily available means, independent of a luff groove, to attach to the stay		
MoMu0,1,2	4.26.2	b)	A storm jib with:		
MoMu0,1,2	4.26.2	b)	i) area of 5% height of the foretriangle (IG) squared		
MoMu0,1,2	4.26.2	b)	ii) maximum luff length 65% of IG		
MoMu0,1,2	4.26.2	b)	iii) permanently attached means, independent of a luff groove, to attach to the stay		
**	4.26.2	c)	For sails made after 2011: Storm and heavy weather jib areas calculated as: (0.255 x luff length x (luff perpendicular + 2 x half width))		
MoMu0,1,2	4.26.2	d)	A storm trysail (or rotating wing mast if suitable) with:		
MoMu0,1,2	4.26.2	d)	i) area of 17.5% mainsail hoist (P) x mainsail foot length (E)		
MoMu0,1,2	4.26.2	d)	ii) For sails made after 2011:The storm trysail are calculated as (0.5 x leech length x shortest distance between tack point and leech)		
MoMu0,1,2	4.26.2	d)	iii) no headboard		
MoMu0,1,2	4.26.2	d)	iv) no battens		
MoMu0,1,2	4.26.2	d)	v) sail number and letters on both sides, as large as practicable		
MoMu0,1,2	4.26.2	d)	vi) in the case of a boat with an in-mast furling mainsail, the storm trysail shall be capable of being set while the mainsail is furled		
MoMu3	4.26.2	d)	vii) either a storm trysail as defined in OSR 4.26.2 d), or mainsail reefing to reduce the luff by at least 40%		
MoMu4	4.26.2	e)	Either mainsail reefing to reduce the luff by 12.5% or a heavy-weather jib as defined in 4.26.2 a) (or heavy-weather sail in a boat with no forestay)		
	4.27		Drogue, Sea Anchor		
MoMu0	4.27.1		A drogue for deployment over the stern, or a sea anchor or parachute anchor for deployment at the bow, complete with all necessary gear (see Appendix K)		
	4.28		Spare Number		
	4.29		Deck Bags		
Mo0	4.29.1		If permitted by the Notice of Race, Sailing Instructions or Class Rules, bags for storing sails on deck shall be:		
Mo0	4.29.1	a)	so constructed to ensure rapid draining of water		
MoO	4.29.1	b)	securely fastened in such a way that the integrity of deck fittings e.g. stanchions and lifelines, is not compromised		
	SECTION	1 5 - PE	RSONAL EQUIPMENT		
**			Each crew member shall have:		
	5.01		Lifejacket		
**	5.01.1		A lifejacket which shall:		
**	5.01.1	a)	i) if manufactured before 2012 comply with ISO 12402 - 3 (Level 150) or equivalent, including EN 396 or UL 1180 and:		
**	5.01.1	a)	i) if inflatable have a gas inflation system		
**	5.01.1	a)	i) have crotch/thigh straps (ride up prevention system (RUPS))		
MoMu0,1,2	5.01.1	a)	i) have an integral safety harness in compliance with OSR 5.02		
**	5.01.1	a)	ii) if manufactured after 2011 comply with ISO 12402-3 (Level 150) and be fitted with a whistle, lifting loop, reflective material automatic/manual gas inflation system		

5.07.1		an immersion suit (attention is drawn to EN ISO 15027-1 constant wear suits, and EN ISO 15027-2 abandonment suits and the LSA Code Chapter II, 2,3); Diving Equipment
0.07		,
5.07		Survival Equipment
5.06.2		RORC Prescription: at night, each crew member shall carry a waterproof torch/light
5.06.1		A buoyant watertight flashlight
5.06		Flashlight
5.05.1		A knife, to be worn on the person at all times
5.05		Knife
5.04	a)	A foul weather suit with hood
5.04		Foul Weather Suits
5.03.1		Two packs of miniflares or two personal location lights (either SOLAS or strobe): one to be attached to, or carried on, the person when on deck at night
		Personal Location Lights
5.02.4		A tether which has been overloaded shall be replaced
	C)	a boat shall carry spare harnesses and tethers as required in OSR 5.02 above sufficient for at least 10% of the crewmembers (minimum one unit)
		an intermediate self-closing hook on a 2 m (6'-6") tether
		a tether not exceeding $1m(3'3'')$ including the length of the hooks, or
5.02.3	-	All of the crew shall have either:
5.02.2	e)	be manufactured after 2000
5.02.2	d)	have overload indicator flag embedded in the stitching
5.02.2	c)	have self-closing hooks
5.02.2	b)	not exceed 2 m (6'-6") including the length of the hooks
5.02.2	a)	comply with ISO 12401 or equivalent
5.02.2		A tether that shall:
5.02.1		A harness that complies with ISO 12401 or equivalent
5.02		Safety Harness and Tethers
5.01.5	e)	when the visibility is less than 1 nautical mile
5.01.5	d)	when the true wind speed is 25 knots or above
5.01.5	c)	when reefed
5.01.5	b)	when alone on deck
5.01.5	a)	between the hours of sunset and sunrise
5.01.5		RORC Prescription: A combined harness and lifejacket shall be worn when on deck:
5.01.4		The person in charge shall personally check each lifejacket at least once annually.
5.01.3		A boat shall carry at least one spare lifejacket as required in OSR 5.01.1, except a PLB described in 5.01.1
5.01.2		A boat shall carry at least one gas inflatable lifejacket spare cylinder and, if appropriate, spare activation head for each type of lifejacket on board.
5.01.1	e)	have a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority)
5.01.1	d)	have a sprayhood in accordance with ISO 12402-8
5.01.1	c)	be clearly marked with the boat's or wearer's name
5.01.1	b)	have an emergency position indicating light in accordance with either ISO 12402-8 or SOLAS LSA code 2.2.3
5.01.1	a)	ii) an integral safety harness in compliance with OSR 5.02
5.01.1	a)	ii) crotch/thigh straps (ride up prevention system (RUPS))
	5.01.1 5.01.1 5.01.1 5.01.1 5.01.2 5.01.2 5.01.3 5.01.4 5.01.5 5.01.5 5.01.5 5.01.5 5.01.5 5.01.5 5.01.5 5.02.1 5.02.2 5.02.3	5.01.1 a) 5.01.1 b) 5.01.1 d) 5.01.1 d) 5.01.1 e) 5.01.2 5.01.3 5.01.4 5.01.5 a) 5.01.5 a) 5.01.5 b) 5.01.5 c) 5.02.1 5.02.2 a) 5.02.2 c) 5.02.2 c) 5.02.3 c) 5.02.3 c) 5.02.3 c) 5.02.3 c) 5.02.4 5.03.1 5.04 5.05.1 5.06.1

	SECTION	6 - TR	AINING
MoMu0	6.01.1		Every member of a crew including the Person in Charge shall have undertaken training within the five years before the start of the race in OSR 6.02 Training Topics
MoMu0,1,2	6.01.2		At least 30% but not fewer than two members of a crew, including the Person in Charge shall have undertaken training within the five years before the start of the race in OSR 6.02 Training Topics
MoMu3	6.01.3		When there are only two crewmembers, at least one shall have undertaken training within the five years before the start of the race in OSR 6.02 Training Topics
MoMu0,1,2	6.01.4		Except as otherwise provided in the Notice of Race, an in-date certificate gained at a World Sailing/ISAF Approved Offshore Personal Survival Training course shall be accepted by a race organizing authority as evidence of compliance with Special Regulation 6.01. See Appendix G - Model Training Course, for further details.
	6.02		Training Topics
	6.02.1		Giving Assistance to Other Craft
	6.02.2		Personal Safety Gear, theory and practice
	6.02.3		Care and Maintenance of Safety Gear
	6.02.4		Fire Precautions and Firefighting, theory and practical
	6.02.5		Crew Overboard Identification and Recovery
	6.02.6		Hypothermia, Cold Shock and Drowning
	6.02.7		Crew Health
	6.02.8		Marine Weather
	6.02.9		Heavy Weather
	6.02.10		Storm Sails
	6.02.11		Damage Control
	6.02.12		Damage Control
	6.02.13		Pyrotechnics and Signalling Gear, theory and practical
	6.02.14		Emergency Communications, theory and practical
	6.02.15		Liferafts and Abandon Ship, theory and practical
	6.03		Spare Number
	6.04		Routine Training On-Board
**	6.04		At least annually the crews shall practice the drills for:
**	6.04		Crew-Overboard Recovery
**	6.04		Abandonment of vessel
	6.05		Medical Training
MoMu0	6.05.1		At least one crewmember shall have a valid STCW A-VI/4-2 (Proficiency In Medical Care) certificate or equivalent
MoMu0	6.05.2		In addition to 6.05.1 another crewmember shall have a valid first aid certificate completed within the last five years meeting:
MoMu1	6.05.2		At least two crewmembers shall have a valid first aid certificate completed within the last five years meeting:
MoMu2	6.05.2		At least one crewmember shall have a valid first aid certificate completed within the last five years meeting:
MoMu0,1,2	6.05.2	a)	A certificate listed on the World Sailing website www.sailing.org/specialregs of MNA recognised courses
MoMu0,1,2	6.05.2	b)	STCW First Aid Training complying with A-VI/1-3 - Elementary First Aid or higher STCW level
MoMu3,4	6.05.3		At least one member of the crew shall be familiar with First Aid procedures, hypothermia, drowning, cardio-pulmonary resuscitation and relevant communications systems
	6.06		Diving Training
MoMu0	6.06.1		At least 30% of the crew shall have received appropriate diving training to enable them to carry out basic repairs underwater and to provide assistance if necessary in recovery of a crew overboard.

APPENDICES TO SPECIAL REGULATIONS

Appendix A - Moveable and Variable Ballast
Appendix B - For Inshore Racing
Appendix C - For Inshore Dinghy Racing
Appendix D - A guide to ISO and other Standards
Appendix E - World Sailing Code for the organisation of Oceanic Races
Appendix F - Standard Inspection Card
Appendix G - Model Training Course
Appendix H - Model First Aid Training Course
Appendix J - Hypothermia
Appendix K - Drogues and Sea Anchors

RORC PRESCRIPTIONS TO THE WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Mu2,3,4	3.07.3		Replace OSR 3.07.3 with:
			Multihulls shall have escape hatch(es) as detailed in OSR 3.07.2
**	4.01.2		Amend to read: After the start when sail numbers are not displayed elsewhere (sails down) they shall be displayed on the port quarter. It is particularly important that all vessels can be easily identified so that they can be excluded from any search and rescue operation.
**	4.07		Add to 4.07
	4.07	e)	a floating waterproof torch for use in the event of man overboard at night, which can be thrown into the sea as a marker.
MoMu0,1,2,3	5.01.5		A combined harness and lifejacket shall be worn when on deck:
MoMu0,1,2,3	5.01.5	a)	between the hours of sunset and sunrise
MoMu0,1,2,3	5.01.5	b)	when alone on deck
MoMu0,1,2,3	5.01.5	c)	when reefed
MoMu0,1,2,3	5.01.5	d)	when the true wind speed is 25 knots or above
MoMu0,1,2,3	5.01.5	e)	when the visibility is less than 1 nautical mile
MoMu0,1,2,3	5.06.2		at night, each crew member shall carry a waterproof torch/light.

APPENDIX 2 WORLD SAILING INSHORE SPECIAL REGULATIONS

Special Regulations for inshore racing are intended for use in short races, close to shore in relatively warm and protected waters where adequate shelter and/or effective rescue is available all along the course, held in daylight only.

All the items relevant to Special Regulations for inshore racing are included in World Sailing Offshore Special Regulations Appendix B, shown below.

		Part A Basic
		The following regulations shall be observed:-
1.02		Responsibility of Person in Charge
1.02.1		Under RRS 4 the responsibility for a boat's decision to participate in a race or continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his/her responsibilities in the event of his/her incapacitation.
2.03.1		All equipment required by OSR shall:
	a)	function properly
	b)	be regularly checked, cleaned and serviced
	c)	when not in use be stowed in conditions in which deterioration is minimised
	d)	be readily accessible
	e)	be of a type, size and capacity suitable and adequate for the intended use and size of the boat.
3.02		Watertight Integrity of a Boat
		A boat shall be essentially watertight and all openings shall be capable of being immediately secured. Centreboard, daggerboard trunks and the like shall not open into the interior of a
		hull except via a watertight maintenance hatch with the opening entirely above the Waterline.
		Part B Portable Equipment
		The following shall be provided:
3.23		one strong bucket with a lanyard and of at least 9 litres (2.4 US Gal) capacity
3.24		one compass (a hand-held is acceptable)
4.05		one fire extinguisher required if electrical system, engine or stove on board
4.06		one anchor
4.22		a lifebuoy with a drogue
4.22.5		A heaving line, no less than 6 mm (1/4") diameter, 15 - 25 m (50 - 75') long, readily accessible to cockpit
4.25		A strong, sharp knife, sheathed and securely restrained shall be provided readily accessible from the deck or a cockpit.
5.01.1		each crew member shall have:
		A personal flotation device which shall:
	a)	be equipped with a whistle
	c)	clearly marked with yacht's or wearer's name
	d)	if inflatable, regularly checked for air retention,
		Unless otherwise specified by a boat's applicable class rules or by sailing instructions, personal flotation devices shall have at least 150N buoyancy, arranged to securely suspend an unconscious man face upwards at approximately 45 degrees to the water surface.

International Rating Certificate

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spinlock

68 RORC Notice of Race 2019

www.ircrating.org World Sailing Rule 2019

IRC is a World Sailing recognised International Rating System



EFFECTIVE 1 JANUARY 2019

IN COUNTRIES WITH JUNE - MAY VALIDITY, EFFECTIVE 1 JUNE 2019

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PREAMBLE

Any changes herein have no authority until 1 January 2019 (1 June 2019 in countries where certificate validity is 1 June to 31 May). IRC is a rating rule providing racing for 2 separate classes of boats. Part C permits advertising in accordance with World Sailing Regulation 20, Advertising Code. Part D does not permit advertising. Organising Authorities should specify in a Notice of Race either Part C or Part D. If neither is specified, then by default Part C shall apply.

TERMINOLOGY

A term used in its defined sense is printed in "**bold**" type if defined in the ERS, in "*italic*" type if defined in the RRS and in "<u>underscore</u>" type if defined in IRC Rules. Any abbreviation given in Appendix 1 is used in its defined term unless specified otherwise.

Equipment Rules of Sailing (ERS) – www.sailing.org/ers

Racing Rules of Sailing (RRS) - www.sailing.org/rrs

Offshore Special Regulations (OSR) - www.sailing.org/specialregs

Or download the free rules app for iOS, Android and Windows by searching for World Sailing.

PART A - RULE POLICY

1 INTRODUCTION

1.1 The Rule is in two parts, Part C, IRC, advertising permitted, and Part D, IRC, advertising not permitted. IRC is a rating rule based upon owner-supplied information and will remain unpublished. The emphasis is on simplicity and concise rules.

2 FUNDAMENTAL POLICY

- 2.1 IRC is a system of measurement which classifies a broad range of cruising and racing ballasted monohull keel boats for competition by providing ratings comprising single figure allowances based on time. Except for designs first rated before 1st January 2016, **boats** shall have a minimum **hull length** of 5.00 m.
- 2.2 The IRC concept protects the existing IRC fleet.
- 2.3 IRC encourages design innovation consistent with stability, rounded performance, seaworthiness and safety.
- 2.4 IRC discourages unnecessary expense at all levels.
- 2.5 The spirit of IRC requires that owners and designers shall not seek means of artificially reducing the rating of a **boat**, e.g. increasing performance without a corresponding increase in rating.
- 2.6 Calculation of IRC ratings is unpublished and based on measurement and data input only.
- 2.7 IRC ratings may rely on owner submitted data (see Rules 8.5 and 9) but a <u>Rule Authority</u> (as defined in Rule 4.1) may require that **boats** be weighed and measured by an appointed measurer for certificates issued under their jurisdiction. Some or all of the dimensions of class production **boats** may be standardised.
- 2.8 Any exploitation of the inherent simplicity of the IRC Rule will be discouraged. The RORC Rating Office and UNCL therefore reserve the right to make adjustments or amendments to any part of IRC at any time in order to prevent undesirable or unforeseen lines of development.

3 IMPORTANT NOTICE

3.1 The safety of a **boat** rated under IRC and its entire

management including insurance shall be the sole responsibility of the owner/competitor who must ensure that the **boat** is fully found, thoroughly seaworthy, and operated by a **crew** sufficient in number and experience who are physically fit to face bad weather. The owner/ competitor must be satisfied that:

- 3.1.1 The **hull**, **hull** appendages, spars, rigging, sails and all gear are sound.
- 3.1.2 All safety equipment is properly maintained, stowed and in date.
- 3.1.3 The **crew** know where such equipment is kept and how it is to be used. The ultimate decision on whether or not to race remains the sole and inescapable responsibility of the owner or the owner's representative.
- 3.2 None of the establishment of these Rules, their use by race organisers, the issue of a rating certificate under these Rules, nor any inspection of the **boat** under these Rules shall constitute any representation or warranty by the <u>Rating Authority</u> as to the seaworthiness of any **boat** or the safety of any gear and shall not in any way limit the absolute responsibility of the owner/competitor referred to in Rule 3.1. This notice shall be brought to the attention of any person who sails on a **boat** in respect of which a rating certificate has been issued under these Rules.
- 3.3 Ratings issued under IRC are calculated in good faith from the data available. Neither the <u>Rating Authority</u> nor any <u>Rule Authority</u> shall have any liability whatsoever for any error in the application of these Rules or the determination of any factor which may affect the rating or the exercise of any judgement in the application of these Rules or the issue of a certificate or for changes in these Rules.
- 3.4 The establishment of an IRC Crew Number in respect of any boat does not constitute any representation or warranty as to the safety of the boat when sailing with this or any other number of crew (see Rule 3.1). When domestic law invokes any form of crew limitation different from the IRC Crew Number, this limitation shall replace IRC Crew Number.



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IRC RULE 2019

PART B - GENERAL INFORMATION

4 ADMINISTRATION

- 4.1 IRC is administered by Seahorse Rating Ltd (referred to in these Rules as the RORC Rating Office) and the UNCL Centre de Calcul (referred to as UNCL) only. The expression Rating Authority is defined as the RORC Rating Office and the UNCL Centre de Calcul acting jointly. The expression Rule Authority is defined as any other individual or body authorised by the Rating Authority to act for the Rating Authority on a local basis for the administration of IRC in a defined geographical area.
- 4.2 In order to ensure the integrity of the unpublished elements of the IRC Rule all details of the IRC Rule are the sole property of the RORC Rating Office and UNCL who shall appoint an IRC Technical Committee comprised solely of those persons who have knowledge of the unpublished elements of the Rule. This committee shall be solely responsible for any changes in the Rule algorithms.
- 4.3 IRC TCCs are the copyright of RORC Rating Office and UNCL jointly and shall not be modified by any third party. Action may be taken against any third party using IRC-derived handicaps, whether precise or amended for the purpose of race handicapping any **boat** without a current IRC certificate. Adjustment of elapsed time to effectively amend an IRC TCC is considered to be modification of the IRC TCC by a third party unless:
 - (a) agreed in writing by the <u>Rating Authority</u> for a specific purpose, or
 - (b) applied due to an infringement of a *rule* while *racing* as defined in the sailing instructions which would otherwise be a matter for a protest committee, or
 - (c) application of a penalty by a protest committee.
 Stability and Safety Screening numerals are RORC Rating Office copyright.
- 4.4 The IRC Policy Steering Group is responsible for the overall direction of IRC. The IRC Policy Steering Group comprises representatives appointed by RORC and UNCL and a representative appointed by the International IRC Owners Association.
- 4.5 Additionally there shall exist an International IRC Owners' Association comprising owners of boats holding current IRC certificates. The International IRC Owners' Association shall have international representation which reflects the distribution of certificated boats, and shall be a forum for owners to discuss and, if agreed, to make recommendations or suggestions to the IRC Technical Committee and the IRC Policy Steering Group.

5 INTERPRETATIONS

5.1 Requests for interpretation of the IRC Rule shall be made in writing through <u>Rule Authorities</u> to the <u>Rating Authority</u> who will consult and communicate any decision to <u>Rule</u> <u>Authorities</u>.

6 DISPENSATIONS

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6.1 The <u>Rating Authority</u> may grant dispensations to the IRC Rule on an individual **boat** basis at its entire discretion. Any such dispensations shall be noted on a **boat**'s IRC certificate.

7 LANGUAGE AND RULE DEFINITIONS

7.1 The languages of IRC shall be English and French. In the event of any discrepancy, the English text shall prevail. The

meaning of any word shall be by reference to the Oxford English Dictionary in the context in which it appears. The words 'shall' and 'must' are mandatory, the words 'may' and 'can' are permissive. The word 'should' is advisory.

- 7.2 Any reference to the Racing Rules of Sailing (RRS) is defined as the current version of the World Sailing Racing Rules of Sailing. Reference to the Equipment Rules of Sailing (ERS) refers to the current version of the World Sailing Equipment Rules of Sailing. Reference to Special Regulations (OSR) is defined as the current version of World Sailing Offshore Special Regulations.
- 7.3 ERS shall apply except where deleted or amended by IRC Rules or Appendix 1.
- 7.4 Any dispute arising out of the administration of the IRC Rules by the <u>Rating Authority</u> or a <u>Rule Authority</u> shall be referred to the IRC Policy Steering Group referred to in Rule 4.4 - which shall allow the applicant to be given a fair opportunity to make his case either in writing or in person (as the IRC Policy Steering Group may determine). The decision of the IRC Policy Steering Group shall be final.

8 RATING CERTIFICATES

- 8.1 All IRC ratings will be calculated by and rating certificates issued by the <u>Rating Authority</u>. <u>Rule Authorities</u> may be authorised to print rating certificates under licence.
- 8.2 Each **boat** *racing* under IRC shall hold a current valid IRC certificate. A **boat** shall not hold more than one valid IRC rating certificate at any time except as permitted by Rule 8.2.1.
 - 8.2.1 A boat may additionally hold a separate short-handed certificate. This short-handed certificate shall be valid only for racing in classes, or divisions of classes, for no more than 2 **crew**, included in a Notice of Race. When specified in a Notice of Race, **boats** holding short handed certificates, and racing in a short handed class or division, may also be scored in the overall results of the race. The short-handed certificate will be clearly identified and shall only vary from the primary certificate in respect of, mainsail widths, headsail dimensions, single furling headsail allowance, the use of stored power, SPA, STL, spinnaker pole/bowsprit, moveable ballast and variable ballast. A boat holding a shorthanded certificate shall use that certificate for races for no more than 2 crew.
 - 8.2.2 Issue of any new rating certificate automatically invalidates the old one.
 - 8.2.3 A copy of the current rating certificate(s) shall be kept on board the **boat**.
- 8.3 An IRC certificate is valid for racing under Part C, IRC, advertising permitted and Part D, IRC, advertising not permitted.
- 8.4 Rating certificates will be issued with the heading of the <u>Rule Authority</u> and any sponsorship as appropriate.
- 8.5 An ENDORSED IRC certificate is one for which the data on the certificate has been audited and if necessary verified by measurement, or other methods in accordance with current published standards. An owner may apply to their <u>Rule</u> <u>Authority</u> to have an IRC rating certificate Endorsed. The <u>Rule Authority</u> will inform the owner of any measurement, including weighing, or other checks required prior to issue





by the <u>Rating Authority</u> of a certificate carrying (irrespective of certificate print language) the notation ENDORSED under the IRC Rating Authority stamp (see also Rule 13).

- 8.6 On IRC certificates for all **boats** rated to carry <u>spinnakers</u> (see Rule 21.6), a non spinnaker TCC is also printed. The non spinnaker TCC shall be valid only for races for which the Notice of Race includes a non spinnaker division or class. Owners shall declare their intention to enter such a non spinnaker class using the non spinnaker TCC a minimum of seven days before the race, or first race if a series of races, and shall not then be permitted to race using a <u>spinnaker</u> for the race or races. This Rule may be amended by a Notice of Race.
- 8.7 The <u>Rating Authority</u> may at its sole discretion re-issue or may refuse to issue or to re-issue an IRC certificate if in its sole opinion Rule 2.5 may be infringed, or for any other reason. No reason need be stated.
- 8.8 Change of ownership and/or any changes in sail number will automatically invalidate the rating certificate.
- 8.9 Physical changes which might affect the performance of the **boat** shall be declared and may invalidate the rating certificate.
- 8.10 Rated Dimensions
 - 8.10.1 Values stated on certificates for **LH**, **Hull Beam**, <u>Bulb Weight</u>, **Draft**, x, P, E, J, FL, MUW, MTW, MHW, HLUmax, HSA, PY, EY, LLY, LPY, <u>Cutter Rig HLUmax</u>, SPA, STL are maximum values.
 - 8.10.2 Values stated on certificates for **Boat Weight**, BO, h, SO, y, and **Internal Ballast** are minimum values.
 - 8.10.3 If during **Equipment Inspection** by an **Equipment Inspector**, or during measurement carried out under Rules 10.2 or 13.6, any rated dimension is found to exceed a maximum value or to be less than a minimum value, then the **boat** is not in compliance with her certificate.
 - 8.10.4 Attention is drawn to Rule 13 and to RRS 78, Compliance with Class Rules; Certificates.
- 8.11 When the <u>Rating Authority</u> has reasonable evidence that a **boat** does not conform to its certificate, or that there has been a breach of these Rules, or that there has been an error in the determination of the rating, or that there has been a gross breach of the IRC Rules or of good manners or sportsmanship, the certificate may (at the absolute discretion of the <u>Rating Authority</u>) be withdrawn without compensation and the owner shall be informed in writing.
- 8.12 Certificates will normally be valid on payment of the appropriate fee for the current calendar year only, but at the discretion of the relevant <u>Rule Authority</u>, and with agreement from the <u>Rating Authority</u>, the year may run from 1 June to 31 May of the following year.
- 8.13 Irrespective of where a **boat** is registered, she shall apply for her IRC certificates to the appointed <u>Rule Authority</u> in the country in which she predominantly races. Exceptionally, with the agreement of the <u>Rating Authority</u>, she may apply through another <u>Rule Authority</u>.
- 8.14 On request and payment of a fee, and in accordance with any administrative rules published by the <u>Rating Authority</u>, the <u>Rating Authority</u> may supply a copy of a **boat**'s valid or immediately expired IRC certificate, including owner name, to any interested party.

9 RATING REVIEW

Rule 9 does not apply to **equipment inspection** at an event.

- 9.1 Review of a **boat**'s rating may be requested at any time by the owner who should submit a review request through their <u>Rule Authority</u> to the <u>Rating Authority</u>. A fee may apply.
- 9.2 Anyone who has a valid interest in a **boat**'s certificate may also request a rating review from the <u>Rating Authority</u>, by submitting a review request through their <u>Rule Authority</u> to the <u>Rating Authority</u>. A fee may apply. The owner of the **boat** subject to review will be requested to file a reply as soon as possible.
- 9.3 The <u>Rating Authority</u> may also review a rating at any time.
- 9.4 A review shall be based on all the available evidence. Where necessary, rated data shall be re-measured by an authorised measurer. The decision of the <u>Rating Authority</u> on any review shall be final.
- 9.5 For series produced **boats**, the rated data may have been standardised by the <u>Rating Authority</u>. Standard data shall not be subject to third party review or protest. A rating review may be requested by the manufacturer or the class association of a series produced **boat**. Modifications to standard data shall be declared by the owner.
- 9.6 Where the TCC is reviewed and found to be not more than 0.005 greater than before, the contested rating shall be valid up to the date that the request for review was lodged with the <u>Rating Authority</u>, or in the case of a protest up to but excluding the race in which the protest was lodged, except that if Rule 8.9 applies then from the date of the change. This Rule may be amended by Notice of Race only to the extent that the 0.005 limit may be reduced.
- 9.7 Where the TCC is reviewed, either as a result of a rating review or a protest, and found to be more than 0.005 greater than before, the contested certificate is invalid from the date of issue.
- 9.8 In either case where the TCC is reviewed, the certificate becomes invalid if any re-measurement which increases the **boat**'s rating differs from the measurement shown on the certificate by more than 1% of: LH, LWP, **Hull Beam**, **Draft**, P, E, J, FL, STL, HLUmax, MUW, MTW, MHW (see Appendix 1); by more than 2% of SPA or HSA; by more than 5% of y, x or h; or by 5% in respect of weights; or if specific detail is clearly in error.
- 9.9 Following review and re-measurement, a new certificate may be issued which may be back-dated to the date that any erroneous data was supplied.
- 9.10 The owner of a **boat** requesting review of his own **boat**'s rating is liable for all measurement and rating costs. In all other cases, unless as a result of review a **boat**'s certificate is invalidated under Rules 9.7 or 9.8, the person requesting the review shall pay measurement and rating costs unless the <u>Rating Authority</u> orders otherwise.

10 RATING PROTESTS

- 10.1 As permitted by the RRS, a rating protest may be submitted to a protest committee. A protest committee may refer the matter to the <u>Rating Authority</u> with the appropriate fee.
- 10.2 In the event of protest, the **boat**'s rated data may be remeasured by an authorised measurer.
- 10.3 A **boat** whose certificate is invalidated as a result of an error or omission by a <u>Rule Authority</u> or by the <u>Rating</u>







<u>Authority</u>, of which the **boat** could not reasonably have been aware, may be penalised at the discretion of the protest committee. Additionally, a protest committee may order that races scored using the invalidated certificate shall be re-scored using the corrected TCC.

- 10.4 A **boat** whose certificate is invalidated in accordance with Rule 9.6 may be penalised at the discretion of a protest committee. Additionally, a protest committee may order that races under its jurisdiction scored using the invalidated certificate shall be re-scored using the corrected TCC.
- 10.5 Subject to the RRS, when a **boat** is penalised by a protest committee as a result of her certificate being invalidated under Rules 9.7 or 9.8, her owner shall be liable for measurement and rating costs unless the protest committee orders otherwise. In all other cases, the protestor shall be liable for measurement and rating costs.
- 10.6 When as a result of an action in a race or series, or the withdrawal of a certificate by the <u>Rating Authority</u>, a **boat**'s rating is reviewed and its TCC changes, the **boat**'s Member National Authority may be requested by the <u>Rating</u> <u>Authority</u> to investigate the circumstances and report its findings to the <u>Rating Authority</u>.

11 CHANGES TO CLASS RULES

- 11.1 A <u>Rule Authority</u> Prescription or Notice of Race may vary the requirements of IRC Rules 8.6, 9.6, 14.1, 15.1, 21.1.5 (d) (e) and (f), 21.8.4, and 22.4. Any <u>Rule Authority</u> prescriptions shall have been approved by the national IRC Owners' Association when such exists. No other IRC Rules may be amended.
- 11.2 A <u>Rule Authority</u> may prescribe that for races under its jurisdiction requiring compliance with OSR Category 3 or above, Rule 21.6.1 is varied to the extent that a **boat** may carry one more <u>spinnaker</u> than shown on her current IRC certificate of area not greater than rated SPA without an increase in rating.
- 11.3 Where a <u>Rule Authority</u> has made a Prescription to a Rule, a Notice of Race shall not vary that Rule or Prescription without the permission of <u>the Rule Authority</u>. <u>Rule Authority</u> Prescriptions shall be referenced in a Notice of Race.

12 UNITS OF MEASUREMENT AND CORRECTED TIMES

- 12.1 Measurements shall be taken in units of the metric system. Sail measurements shall be taken in metres to two decimal places. All other linear measurements shall be taken in metres to three decimal places and rounded to two decimal places for input. Weight shall be taken to the nearest kilogram except in the case of **boat weight** which shall be to the nearest 10 kilograms. Normal mathematical conventions shall apply, with 0.5 rounding up. Full calculated values will be carried forward to subsequent calculations. Final ratings shall be rounded to three decimals places.
- 12.2 The IRC rating is calculated as a Time Corrector (TCC) to three places of decimals. Corrected time for each **boat** is calculated by multiplying its elapsed time by its TCC. Corrected times shall be rounded to the nearest second with 0.5 seconds rounding up.

13 MEASUREMENT AND COMPLIANCE

13.1 Measurement data shall be obtained by direct measurement or derived from another rating certificate whenever possible. If another rating certificate is being used as the basis for data then any changes since the issue of that certificate shall be notified to the <u>Rating Authority</u>.

13.2 Measurements shall be taken in accordance with ERS Part3 - Rules Governing Equipment Control and Inspection.ERS H.5.4 is amended by the addition of:

The batten specified in ERS H.5.4. shall be a standard 1m World Sailing blue batten. If an alternative length batten is required to achieve a consistent and repeatable measurement, the measurer shall use a batten of consistent bend characteristics and of a length not longer than the greater of 1m or 25% of **foot length**. If a batten longer than 1m is used, the measurer shall report the batten length and the reason for using the alternative batten to the <u>Rating Authority</u>.

- 13.3 The accuracy of measurements supplied shall be the owner's responsibility. An IRC measurement service is available on application to a boat's <u>Rule Authority.</u>
- 13.4 It is a breach of the Rules of IRC for any owner or individual to intentionally supply false information. Attention is drawn to Rule 8.7 and to RRS 69, Allegations of Gross Misconduct.
- 13.5 The <u>Rating Authority</u> will use the data supplied by a <u>Rule</u> <u>Authority</u> as a basis for rating but reserves the right to overrule specific data or to standardise the dimensions of a class of production **boats**.
- 13.6 The <u>Rating Authority</u> or a **boat**'s <u>Rule Authority</u> may require a **boat** to be submitted for measurement at any time without giving reasons. Measurement will be undertaken by authorised measurers of the <u>Rating Authority</u>. A new certificate will be issued by the <u>Rating Authority</u> based on the new measurement data.
- 13.7 In the particular case of a **boat** issued with a one-design certificate, as noted on the certificate, the rating requires compliance with one-design class rules. In the event of conflict, IRC Rules shall take precedence. See also Rule 22.4.1.

14 SAIL NUMBERS

14.1 Each **boat** shall hold a sail number as prescribed by its Member National Authority. Sail numbers shall be displayed in accordance with RRS 77, Identification on Sails. This Rule may be amended by Notice of Race.

15 MANUAL POWER

- 15.1 RRS 52, Manual Power, shall not apply. This Rule may be amended by Notice of Race.
- 15.2 (a) The use of <u>stored power</u> for the hoisting of **mainsails**, or the reefing or furling of **sails** need not be declared.
 - (b) Boats using <u>stored power</u> solely for the adjustment or operation of **backstays** shall declare this to the <u>Rating</u> <u>Authority</u>.
 - (c) Boats using <u>stored power</u> for the adjustment or operation of **running rigging** other than as noted in Rules 15.2(a) & (b) shall declare this to the <u>Rating</u> <u>Authority</u>.

PART C- IRC, ADVERTISING PERMITTED

16 ADVERTISING

- 16.1 Advertising may be displayed in accordance with World Sailing Regulation 20, Advertising Code.
- 17 BOAT WEIGHT
- 17.1 Boat Weight is measured in accordance with the following





Conditions for Weight and Flotation Measurement:

The **boat** shall:

be dry.

be in compliance with the **class rules** (ie. IRC Rules) Unless otherwise specified in the *rules*, any of the following shall be included:

rig including spinnaker pole(s), whisker poles and/or
jockey pole

main sheet and mizzen sheet,

vang,

inboard engine or outboard engine in stowed position, fitted berth cushions on board in their normal positions if carried *while racing*

all permanent fixtures and fittings and items of accommodation.

Unless otherwise specified in the *rules*, any of the following shall be excluded:

sails

fuel, water, **variable ballast** or the content of any other tanks,

gas bottles

portable safety equipment

and all other unfitted or loose equipment.

17.2 Spare.

- 17.3 When for practical reasons it is not possible to remove all items and equipment (e.g. fuel), it is acceptable to deduct the weight of these from the gross weight. The <u>Rating</u> <u>Authority</u> reserves the right to refuse such data when inadequate detail is supplied.
- 17.4 The <u>Rating Authority</u> will calculate the **boat weight** of an un-weighed **boat** based on information contained on another rating certificate, designer data or from any other source.
- 17.5 In the absence of other information, **boat weight** may be calculated by deduction of the items detailed by Rule 17.1 from a **boat**'s sailing displacement or sailing weight.

18 OVERHANGS AND DRAFT

18.1 Measurements shall be taken with the **boat** in **flotation trim.** The measurement points for various configurations of **boats** are shown on the diagrams for hull shapes and are defined in Appendix 1.

19 HULL APPENDAGES

- 19.1 Full details of a **boat**'s **hull appendages** shall be supplied to the <u>Rating Authority</u> at the time of rating application.
- 19.2 Any keel fin fairings with a nominal density, including any cavities and/or core material, significantly lower than the main structural elements of the keel fin shall be declared. For the purpose of this rule, a keel fin fairing does not include surface fairing, filling and painting materials up to a total thickness of 10 mm, measured normal to the local surface of the keel fin.
- 19.3 Drop keels, **centreboards**, **bilgeboards** and other moveable **hull appendages** shall be declared. Unless fixed down while *racing*, drop keels will be rated as moveable **hull appendages**.
- 19.4 In the construction of **hull appendages**, no material with specific gravity greater than 11.3 is permitted.

- 19.5 Boats including material in their hull appendages with specific gravity greater than 11.3, and with age date of 2005 or earlier, and holding a valid IRC certificate on 31st December 2005 are exempt from Rule 19.4. Apart from routine maintenance, any such boat changing the quantity of material of specific gravity greater than 11.3 shall comply with Rule 19.4 and will not subsequently be eligible for exemption from compliance with Rule 19.4.
- 19.6 Any material in the keel fin of a keel type 10, 11 or 12 with a specific gravity greater than 8.0 (eg. lead) shall be declared in writing.

20 ENGINE AND PROPELLER

- 20.1 Boats will be rated with either:
 - 20.1.1 No engine.
 - 20.1.2 Outboard engine (i.e. an engine where the propeller may be removed from the water while *racing*).
 - 20.1.3 Inboard engine, including strut drive and sterndrive configurations. Propeller type shall be declared at the time of rating application.
- 20.2 Inboard engines shall be capable of producing a minimum speed of 1.8*LWP^0.5 knots. Outboard engines shall be securely fastened in their normal stowage positions for *racing*.

21 RIG AND SAILS

21.1 General

- 21.1.1 Single and twin masted rigs only may be rated under IRC.
- 21.1.2 'Cat' rig is defined as a **rig** where no **sails** are set forward of the **mast**(s) when sailing to windward.
- 21.1.3 'Gaff' rig includes square, spritsail and other similar rig configurations.
- 21.1.4 Mizzen staysails shall be declared.
- 21.1.5 There is no limitation on the number or type of **sails** on board while *racing* under IRC except:
 - (a) the limitation on <u>spinnaker</u> numbers (see Rule 21.6.1).
 - (b) the limitation on **sails** containing exotic materials (see Rule 21.4).
 - (c) the limitation on <u>headsail</u> numbers for **boats** rated with a single furling <u>headsail</u>. Except in the cases of significant damage or storm and heavy weather **sails**, **boats** claiming a rating allowance for using a single roller furling <u>headsail</u> shall use the same <u>headsail</u> for all races in any series of races. (see Rule 21.8.1)
 - (d) during a regatta run on consecutive days, including any lay days, the sails on board shall remain the same and be on board for all races. This Rule may be amended by Notice of Race.
 - (e) a spare mainsail may be on board but may not be used as a racing replacement, either during a race or during a regatta run on consecutive days, including any lay days. This Rule may be amended by Notice of Race.
 - (f) exceptionally, in the case of significant damage or loss, sails may be replaced with similar sails. A Notice of Race may require that boats obtain permission from the Race Committee before



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replacing a **sail**. This Rule may be amended by Notice of Race.

- (g) sails shall be set in close proximity to the boat.
- (h) **sails** with detachable sections of sail cloth are not permitted.
- 21.1.6 (a) Adjustment or detachment of <u>forestay</u> and/or **shrouds** including diagonal and jumper shrouds, or movement of the **mast** at the foot or the deck while *racing* is not permitted except:
 - (i) in the case of a **boat** without **running backstays**, **checkstays** or adjustable
 backstay when the <u>forestay</u> may be adjusted but not detached.
 - (ii) in the case of **boats** with LH less than 10m and without lifelines that are explicitly permitted by their own **class rules** to move the **mast** at foot or deck level, or to adjust or detach the <u>forestay</u> and **shrouds** while *racing*.
 - (iii) as permitted by Rule 21.1.6 (b).
 - (b) A **boat** fitted with or carrying on board systems to adjust the <u>forestay</u> while *racing* shall declare this to the <u>Rating Authority</u>. This includes a system with the power system disconnected or removed from the **boat**. The **boat** may then adjust the <u>forestay</u> while *racing*, but shall not detach the <u>forestay</u>. Locked conventional turnbuckles that are not adjusted while *racing* need not be declared.

A **boat** fitted with or carrying on board systems, to adjust the mast foot while *racing* shall declare this to the <u>Rating Authority</u>. Unless the **boat** declares that such systems will not be used while *racing*, the **boat** may then adjust the mast foot vertically and/or longitudinally while *racing*.

21.2 Rig Factor

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- 21.2.1 Rig factor (RF) is calculated by the <u>Rating Authority</u> to evaluate the **rig** and **sail** features of the **boat** and their character and efficiency when compared to a basic cruising configuration with substantial spars and basic rig controls.
- 21.2.2 RF may be increased for: fractional, racing and lightweight rigs, high aspect ratio and efficient plan forms, wing and double luff **sails**, specialised **sail stiffening**, large headboards/cranes, permanently bent or highly controllable **spars**, hi-tech rigging, exotic rig materials, advanced winch and deck gear arrangements, flush/efficient deck design, and any other feature which increases sailing efficiency that is not already rated through the rated dimensions.
- 21.2.3 RF may be decreased for less efficient **rigs** and **sail** plans, cruising furling **sails**, motor sailers with large deck houses, cruisers with weight/windage aloft or with basic deck gear only, or any other feature which reduces sailing efficiency that is not already rated through the rated dimensions.
- 21.2.4 Full **rig** details shall be supplied at the time of rating application. The <u>Rating Authority</u> reserves the right to apply a high rig factor until full detail is supplied.

- 21.3 Sheeting of Sails, Sail Definitions, Bowsprits and Spinnaker Poles
 - 21.3.1 No <u>headsail</u> or <u>spinnaker</u> may be sheeted from more than one point on the **sail**.
 - 21.3.2 All **sails** shall be set and sheeted in accordance with RRS 50, Setting and Sheeting Sails, with the following additions:
 - 21.3.3 RRS 50.3(a) is amended to the extent that a <u>spinnaker</u> or a <u>headsail</u> may be tacked to a **bowsprit**.
 - 21.3.4 Deleted for 2016
 - 21.3.5 **Boats** will be rated according to whether they use a **spinnaker pole** and/or a **bowsprit** according to the following configurations:
 - (a) No **spinnaker pole** (<u>spinnaker</u> tacked on deck) or a centre line **bowsprit** only.
 - (b) An articulating **bowsprit** only.
 - (c) A **spinnaker pole** or poles either with or without a **bowsprit**.

21.4 Sailcloth

- 21.4.1 Sailcloth containing exotic materials (at present none) will carry an additional rating tax.
- 21.4.2 Sailcloth containing exotic materials shall be declared on initial application for rating, revalidation, or when amending a **boat**'s sail inventory.
- 21.4.3 Only specific **sails** containing exotic materials which have been declared and noted on a **boat**'s certificate may be used while *racing* under IRC.

21.5 Mainsails

- 21.5.1 The following shall be declared: MUW, MTW, MHW.
- 21.5.2 MUW, MTW and MHW will be shown on the **boat's** certificate as the maximum permitted values.
- 21.5.3 The highest visible point of a **mainsail**, **mizzen** or **foremast sail** projected at 90° to the mast **spar**, shall be set below the **upper point**, or in the absence of an **upper limit mark**, below the top of highest sheave used for the halyard.
- 21.5.4 The aftmost visible point of the **mainsail**, **mizzen** or **foremast sail** projected at 90° to the boom **spar**, shall be set forward of the **outer point**, or in the absence of a **boom outer limit mark** the outer measurement point shall be taken as the aft end of the boom.
- 21.6 Spinnakers
 - 21.6.1 Boats shall not carry on board more than the number of spinnakers on their IRC certificate while racing.
 - 21.6.2 Spinnaker area (SPA) shall be calculated from: SPA = ((SLU + SLE)/2) * ((SFL + (4 * SHW))/5) * 0.83 SLU, SLE, SFL and SHW of the largest area <u>spinnaker</u> on board shall be declared. The calculated area of this <u>spinnaker</u> will be shown on a **boat**'s certificate as the maximum permitted SPA.
- 21.7 Headsails
 - 21.7.1 Headsail area (HSA) shall be calculated from: HSA = 0.0625*HLU*(4*HLP + 6*HHW + 3*HTW + 2*HUW + 0.09)





If <u>foot offset</u> is greater than 7.5% of HLP, then <u>foot</u> <u>offset</u> shall be declared and <u>foot offset</u> shall be added to HLU in the calculation of HSA.

- 21.7.2 The following shall be declared. HLU, HLP, HHW, HTW, HUW and HLUmax.
- 21.7.3 HSA, HLU, HLP, HHW, HTW and HUW of the largest area <u>headsail</u>, and HLUmax will be shown on the **boat**'s certificate. HSA and HLUmax are the maximum permitted values.
- 21.7.4 Any number of <u>headsails</u> may be set simultaneously when racing under IRC provided that <u>headsail</u> data is measured and declared as defined in Appendix 1.

21.8 Furling Headsails

- 21.8.1 **Boats** may apply for a rating credit for using a single roller furling <u>headsail</u>. To be eligible:
 - (a) A **boat** shall be fitted with a complete <u>headsail</u> furling system including at least a drum, furling headfoil, and top swivel.
 - (b) Rated HLP shall be greater than 1.3*J. Exceptionally, this rule shall not apply to **boats** of LH greater than 30.5m and with IRC DLR greater than 60.
 - (c) Only a single <u>headsail</u> shall be used while racing, whose HSA shall not be less than 95% of rated HSA except that alternatively a <u>storm jib</u> (see Appendix 1) may be used.
- 21.8.2 A **boat** may declare that she may alternatively use a <u>heavy weather jib</u> (see Appendix 1). Provided that she complies with Rule 21.8.1(a) and (b), she will remain eligible for the rating credit but at a reduced rate.
- 21.8.3 Except in the cases of significant damage or a <u>storm</u> jib or <u>heavy weather jib</u> as appropriate, the same <u>headsail</u> shall be used for all races in any series of races.
- 21.8.4 Any other <u>headsail</u> may be on board. This Rule may be amended by Notice of Race.

22 EQUIPMENT AND LOADING

- 22.1 Detachable items
 - 22.1.1 Detachable items (such as but not limited to bunk cushions) permitted by Rule 17 to be aboard for measurement shall be carried in their normal positions while *racing*. For races requiring compliance with OSR Category 4 only (or local equivalent), a Notice of Race may state that **boats** rated with bunk cushions on board may remove the bunk cushions. No compensating weight need be carried.
 - 22.2 Hull Factor
 - 22.2.1 Hull factor (HF) is calculated by the <u>Rating Authority</u> and is an evaluation of features of the **boat** and their character and efficiency.
 - 22.2.2 Stripped out interiors, the use of light and hi-tech structures and/or materials, removal of furniture or other fitted equipment, etc. may lead to the application of higher than standard hull factor to compensate for potential increase in performance. Such features shall be declared to the <u>Rating Authority</u>.

22.2.3 The rated Hull Factor assumes that the **boat** is fitted out at least to the production specification and materials and/or to the condition when last measured/inspected. This does not negate owners' responsibilities under Rules 8.9, 22.2.2 and RRS 78.1.

22.3 Moveable Ballast and Variable Ballast

- 22.3.1 A boat may request permission from the <u>Rating</u> <u>Authority</u> to use **moveable ballast** and/or **variable ballast** for the purpose of increasing stability. The <u>Rating Authority</u> will generally only grant permission to **boats** specifically and originally designed to carry **moveable ballast** and/or **variable ballast** and may deny permission without giving any reason. RRS 51, Moving Ballast, and RRS 52, Manual Power, are modified in respect of **moveable ballast** and/or **variable ballast** systems to the extent required by this class Rule.
- 22.3.2 Any such system shall be declared to the <u>Rating</u> <u>Authority</u>.
- 22.3.3 There is no limit to the **list angle** with ballast tanks fully filled on one side of the **boat** or with **moveable ballast** moved fully to one side. For **boats** with **variable ballast**, the maximum weight of water that can be carried on each side of the **boat** shall be declared. For **boats** with **moveable ballast**, the maximum **list angle** in the **boat weight** condition (see Rule 17) with the ballast moved fully to one side shall be declared. A physical, mechanical limit shall be fitted to **moveable ballast** to prevent it being moved further than the position for the declared **list angle**. Such a system shall not rely on sensors or measurement to prevent the declared **list angle** being exceeded unintentionally.
- 22.4 Crew Number/Weight
 - 22.4.1 **Boats** rated as one-designs, as noted on the **boat**'s certificate, shall conform with their one-design class rules in respect of **crew** number/weight limitations unless freed from this requirement by notice of race. See also Rule 13.7
 - 22.4.2 The crew weight shall not exceed 85kg multiplied by the Crew Number printed on the certificate. This Rule does not apply to short-handed certificates issued under rule 8.2.1.
 - 22.4.3 Rule 22.4 may be amended by Notice of Race.
- 22.5 Crew Classification
 - 22.5.1 There are no rules on the classification of **crew** within IRC unless stated in a Notice of Race.
- 22.6 Crew Position
 - 22.6.1 RRS 49.2 is modified by deleting "sitting on the deck" in the second sentence.

23 SEAWORTHINESS AND SAFETY

- 23.1 The issue of a rating certificate does not imply that a **boat** is necessarily of satisfactory design, safe or seaworthy, nor that a **boat** complies with any category of Offshore Special Regulations. See Rule 3.
- 23.2 Race committees may impose limits for race entry on safety grounds at their discretion. An SSS number, specific to the **boat**, and when data is available IRC/ISO STIX, AVS and IRC/ISO Design Category will be printed on each **boat**'s





certificate for the guidance of owners and race organisers.

24 Deleted for 2018.

PART D - IRC, ADVERTISING NOT PERMITTED

25 RULES

25.1 With the exception of Rule 16, Advertising, the IRC Rules Part C shall apply.

26 ADVERTISING

26.1 Competitors' advertising displayed on the **boat** is not permitted in accordance with World Sailing Regulation 20, Advertising Code.





APPENDIX - IRC MEASUREMENT DEFINITIONS AND ABBREVIATIONS

AND ADDREVIATIO	
Measurement Note:	World Sailing Equipment Rules of Sailing (ERS) Part II, Definitions, shall apply to measurement except as stated by IRC Rules or this Appendix. Measurements shall be taken in accordance with ERS Part III, Measurement Rules, Section H.
Terminology:	A term used in its defined sense is printed in " bold " type if defined in the ERS. Any abbreviation given below is used in IRC Rules in its defined term unless specified otherwise.
MISCELLANEOUS	
Series date	The date on which the first boat of the design or the production series was first launched, whichever is earlier. Series Date does not change if the boat is modified.
Age date	The date on which the boat was first launched, or the date on which the boat was re-launched following any <u>hull shell</u> modification, excluding the transom, whichever is the later.
Hull Shell	The hull shell excluding all of the following: any transom, the deck, any superstructure, the internal structure including any cockpit, fittings associated with these parts and any corrector weights .
Measurement	
Condition	As defined by Rules 17.1.
Stored Power	Power other than power provided by the crew .
Rating Authority	As defined in Rule 4.1.
Rule Authority	As defined in Rule 4.1.
RORC	The Royal Ocean Racing Club
UNCL	L'Union National pour la Course au Large.
HULL & APPENDAG	ES
LH	Hull Length.
BO	The longitudinal distance between the foremost point on the hull and the foremost point of the waterline .
X	The horizontal distance between the waterline and the lowest point on the stem at a tangent of 45° to the longitudinal axis
h	The vertical distance between the waterplane and the lowest point on the stem at a tangent of 45° to the longitudinal axis.
SO	The longitudinal distance between the aftmost point on the hull and the aftmost point of the waterline .
у	The vertical distance between the aftmost point on the hull and the waterplane . In the case of a counter stern, the vertical distance between the aftmost point on the hull below the transom projected to the line of the aftmost point of the hull , and the waterplane .

LWP	Waterline length. (LH – B0 – S0).
Wingspan	The maximum horizontal width in any transverse section of any wings attached to any hull appendage .
Bulb Weight	The weight of the Bulb .
LIFTING FOILS:	
No. of Foils:	The maximum number of foils that may be actively in use simultaneously.
With the boat upright	t in flotation trim, for each foil:
Foil Span:	The maximum transverse distance outside the <u>hull shell</u> between any two points on the foil in its fully extended position.
Foil Chord:	The maximum longitudinal distance of the foil.
	with a near the night to negative additional

The IRC Rating Authority reserves the right to require additional detail to be supplied and also to modify the above definitions on a case by case basis in accordance with IRC Rule 2.8.

RIG	
Ρ	The distance between the mainsail (in the case of a schooner , the foremast sail) upper point , and the top of the boom when set at right angles to the mast , or the mainsail tack point whichever is lower, on the mainmast (in the case of a schooner , the foremast). The upper limit mark shall be permanently marked by a 25mm band of contrasting colour. If there is no upper limit mark the upper measurement point shall be taken as the top of the highest sheave used for the halyard. In the case of a gaff rig, the upper measurement point is the peak point of the mainsail or the head point of the topsail if on board.
ΡΥ	The distance between the mizzen (in the case of a schooner , the mainmast sail) upper point , and the top of the boom when set at right angles to the mast , or the mizzen tack point whichever is lower, on the mizzenmast (in the case of a schooner , the mainmast). The upper limit mark shall be permanently marked by a 25mm band of contrasting colour. If there is no upper limit mark the upper measurement point shall be taken as the top of the highest sheave used for the halyard.
E	The outer point distance of a mainsail (or in the case of a schooner , a foremast sail). The outer limit mark shall be permanently marked by a 25mm band of contrasting colour. If there is no outer limit mark the outer measurement point shall be taken to

ΕY

The outer point distance of a mizzen (or in the case of a **schooner**, a **mainsail**). The outer limit mark shall be permanently

measurement of outer point distance, ERS H.4.2 shall not apply. Fittings, local curvature, local cutaway and any increase in the fore/aft dimension of a sail track and/or sail track support, shall be ignored.

the aft end of the boom. For the



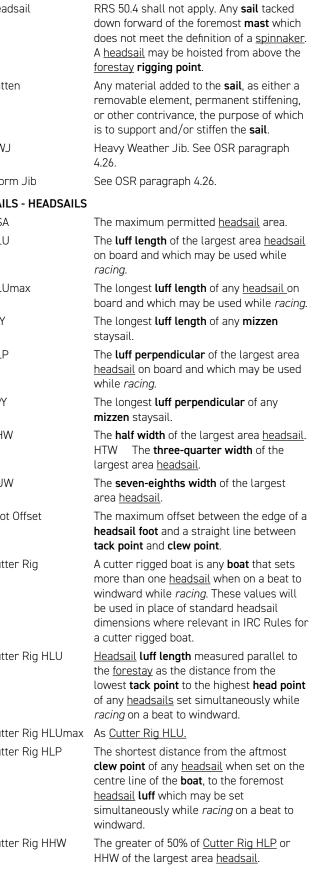




while *racing* under IRC provided that when measured in any reefed condition it continues to satisfy the IRC definition of a

spinnaker.

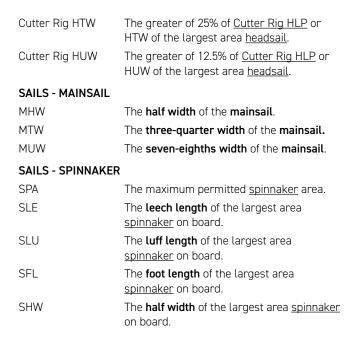
apply. Forestay is defined as: Permanently attached rigging providing forward support for a mast spar.FLThe forestay length measured from the forward end of J to the forestay rigging point.JThe longitudinal distance between the intersection of the fore side of the mast spar, extended as necessary, and the deck including any superstructure; and the intersection of the centreline of the	
forward end of J to the <u>forestay</u> rigging point. J The longitudinal distance between the intersection of the fore side of the mast spar , extended as necessary, and the deck H including any superstructure; and the intersection of the centreline of the	Headsail
intersection of the fore side of the mast spar , extended as necessary, and the deck including any superstructure; and the intersection of the centreline of the	Batten
intersection of the centreline of the	HWJ
forestay, extended as necessary, and the deck, or bowsprit spar .	Storm Jil SAILS - H
forward face of the mast spar , ignoring any fittings and tracks, measured on or near the centreline of the boat , to any of the	HSA HLU
- the extremity of the spinnaker pole ,	HLUmax LLY
 outer limit marks; the <u>spinnaker</u> tack point on deck projected vertically as necessary; 	HLP
 if a <u>headsail</u> may be tacked forward of the <u>forestay</u>, the <u>headsail</u> tack point on deck projected vertically as necessary or to the extremity of the bowsprit 	LPY
Aft rigging: The total number of stays and/or sets of stays connected to the mast spar above the top of the boom set horizontal providing aft	HHW HUW
 (a) Any pairs of stays attached to the mast spar at the same position port and starboard on the mast spar shall count 	Foot Offs
as one set of stays . Eg, whether there be a single standing backstay or twin running backstays these are counted as one set of stays .	Cutter Ri
 (b) Any deflectors or adjusters attached between the top most stay and the mast spar shall also be counted. Any deflectors or adjusters attached between any other stay and the mast spar with separation from the attachment point of the primary stay of 	Cutter Ri
10% of P or greater shall also be considered as a separate stay for these	Cutter Ri Cutter Ri
SAILS - GENERALSpinnakerRRS 50.4 shall not apply. A spinnaker is defined as a sail set forward of the	
foremost mast with half width (measured as a spinnaker) equal to or greater than	Cutter Ri



spinlock

World Sailing

IRC RULE 2019



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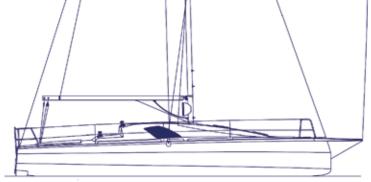


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