

# General Conditions

## RORC General Conditions for the year 2010

Which apply unless varied in Sailing Instructions

Significant changes from 2009 General Conditions are marked by a vertical bar in the left margin.

### 1 APPLICATION

(a) RORC General Conditions, together with race details (dates, times, etc. on previous pages) comprise the Notice of Race according to the Racing Rules of Sailing (RRS). RORC General Conditions apply to all RORC races except when otherwise stated in race details in this Programme or in Sailing Instructions.

(b) In General Conditions the words “shall” and “must” are mandatory, and the words “can” and “may” are permissive. The words “yacht” and “boat” are interchangeable in these and related regulations.

(c) RORC General Conditions comprise the following:-

Sections	Appendices
1. Application	I Rating Systems
2. Responsibility	II Classes, Class Flags & Divisions
3. Entering a Race	III Annual Challenge Trophies, Special Awards, Class points, Prizes and Trophies
4. Before a Race	IV Declaration by the Person in Charge
5. Rules and Regulations	
6. Race Committee	
7. After a Race	

(d) These General Conditions and the terms of the contract created by the acceptance of a boat's entry in any race or event governed by these General Conditions 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.

### 2 RESPONSIBILITY

(a) 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 (in this Programme) which begins “The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge...”

(b) The RORC 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.

(c) The Person in Charge and crew will be held jointly responsible for the conduct of the yacht's crew before, during and after a race. Misconduct may result in both the Person in Charge and crew being excluded from future races and renders a yacht liable to disqualification.

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

(e) No yacht 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 Appendix IV below. The RORC reserves the right to require a signed declaration, in the terms set out in Appendix IV below, from each crewmember.

(f) Crew members' attention is drawn to RRS 1.2 life-saving equipment . . . “Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions.” See also Special Regulation 5.02.

### 3 ENTERING A RACE

Summary:

- (a) Eligibility – crew numbers, boat sizes
- (b) Race Entry Form
- (c) Entering more races
- (d) Rating Certificate update
- (e) Payment, Fee Scale
- (f) Late Entries
- (g) Cancellations and Refunds

#### 3(a) ELIGIBILITY – CREW NUMBERS, BOAT SIZES

RORC races are open to seaworthy yachts which comply with the rules and regulations described in this Programme and which are manned by an adequate number of experienced crew who are physically fit to face bad weather. However no person may race contrary to the terms of a ban imposed by the RORC or a National Authority.

Apart from as allowed under Appendix II (e) the minimum crew on any monohull shall be three persons. The maximum crew is defined by the rating rule or class rule under which the yacht is racing except for multihulls which do not define a maximum crew limit. See Appendix I (c). The minimum crew on multihulls is two persons.

Except where stated otherwise the maximum size for any yacht is: monohull 30.5 metres/100ft LH (LOA), multihull 18.3 metres/60ft but the Committee may make exceptions on application. The minimum size for monohulls is determined by their rating (the minimum rating for direct entry races is 0.850), and their SSS/STIX numbers. Exceptionally alternative criteria may be accepted for RORC race entry. The minimum LH (LOA) for multihulls is 9.15 metres but the committee may make exceptions. See Appendix II for details of classes. Entry is open to RORC members (who have a discounted entry fee) and non-members. Attention is drawn to RRS 76.

#### 3(b) RACE ENTRY FORM

A yacht shall enter a RORC race by completing all parts of the official Race Entry Form (preferably online at [www.rorc.org](http://www.rorc.org)) or the printed one in the middle of the printed Programme) and by returning the form with the appropriate race entry fee and a copy of the rating certificate to RORC London before the closing date. Submission of an Entry Form and payment of the fee will not guarantee a place in a race; all other entry requirements must be completed to the satisfaction of the Royal Ocean Racing Club Ltd (RORC).

Training to Section 6 (Appendix G) of the ISAF Offshore Special Regulations is required for Category 1&2 races.

For races which are not RORC direct entry ones contact the race organiser for training requirements. In the UK the appropriate RYA course is the “ISAF Offshore Safety Course”.

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### 3(c) ENTERING MORE RACES

When a yacht has entered online, additional races may be added to the online entry. When a yacht has submitted a paper Race Entry Form the form will be kept for reference for the remainder of the season, and additional races may be entered by telephone.

### 3(d) RATING CERTIFICATE UPDATE

When a yacht receives a rating certificate which updates that lodged with RORC London she shall supply a copy of the new certificate promptly to RORC London or to a RORC race office. Please note that the London office is manned only during normal office hours, see Sailing Instructions for opening hours of the Race Office at starts.

### 3(e) PAYMENT, FEE SCALE

Payment may be made by credit card (through the online entry system or by telephone) or UK cheque (payable to RORC Ltd) either to London with the Race Entry Form, or otherwise should be made at the Race Office before the start of a race.

Failure to pay a Race Entry Fee will constitute grounds for disqualification.

Fee Scale:-

Table 1 - Basic Race Entry Fees (see also table 2)

LH (LOA) metres	Non- Members £	RORC Members (30% discount) £
less than 9.00	52	36
9.01 - 10.00	59	42
10.01 - 11.00	69	48
11.01 - 12.00	81	56
12.01 - 13.00	92	65
13.01 - 14.00	106	74
14.01 - 15.00	121	85
15.01 - 16.00	137	95
16.01 - 17.00	155	108
17.01 - 18.00	175	122
18.01 - 19.00	238	166
19.01 - 20.00	250	175
20.01 - 21.00	263	184
21.01 - 22.00	275	193
22.01 - 23.00	288	201
23.01 - 24.00	300	210
24.01 - 25.00	313	219
25.01 - 26.00	325	228
26.01 - 27.00	338	236
27.01 - 28.00	350	245
28.01 - 29.00	363	254
29.01 - 30.50	375	263
Above 30.5m		
RC600* only	Price per Metre £12.50	Price per Metre £8.75

\* RORC Caribbean 600 Race

Table 2 - Race Entry Fee adjustments & exceptions

RORC Races except those below	Non-Advertising	Advertising
RORC Caribbean 600 <sup>1</sup>	fee x 5	fee x 10
RORC Easter Challenge	fee x 3	fee x 4.5
IRC National Championship	fee x 3	fee x 4.5
Sevenstar Round Britain and Ireland Race <sup>1</sup>	fee x 5	fee x 10

Rolex Commodores' Cup Entry Fees – see Notice of Race.

<sup>1</sup> It will be mandatory for yachts to carry an OTracker unit for the Sevenstar Round Britain and Ireland Race and RORC Caribbean 600 races. The units are standalone and will be supplied by the RORC. A deposit, which may be set against a credit card, will be required. Full details will be issued to entries separately. The entry fee includes tracking.

### 3(f) LATE ENTRIES

Entries after the closing date for standard payment (the payment date) may be accepted on payment of an additional sum of half the entry fee at least 48 hours before the start.

### 3(g) CANCELLATIONS AND REFUNDS

Cancellations can be accepted either:

- (i) before the payment date when an administration fee of £20 x the fee multiplier will be charged.
- or
- (ii) between the payment date and the start when 50% of the fee may be claimed. A refund for an entry cancelled after the payment date will be paid only against a written claim received by the RORC before 30th September 2009.

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.

## 4 BEFORE A RACE

Actions by a yacht and by the RORC

Summary:

- (a) Sailing Instructions, List of Entries
- (b) Rating Certificate on board
- (c) RORC Sticker
- (d) Special Regulations Checklist
- (e) Crewlist, Shoreside contacts
- (f) Crew Register
- (g) Class Flag
- (h) Check-in at start – Identity Gate

### 4(a) SAILING INSTRUCTIONS, LIST OF ENTRIES

Sailing Instructions will be sent to each entry (by email and/or post) about 7 days before a race. Sailing Instructions may vary race details (which are provisional) given in the Programme. The list of entries sent at this time may not be complete or exact and the attention of the Person in Charge is drawn to 3(d) rating certificate updates. A master list of entries will be maintained by the race officer at the start of a race. A Race Declaration Form (see 7a) will also be sent with Sailing Instructions.

### 4(b) RATING CERTIFICATE ON BOARD

Every yacht 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.

### 4(c) RORC STICKER

Each yacht is sent a RORC sticker about lifejackets and harnesses and also restrictions on moving ballast. The sticker also draws attention of the crew to General Condition 2 - Responsibility. The sticker shall be signed by the Person in Charge and displayed prominently on board.

### 4(d) SPECIAL REGULATIONS CHECKLIST

Each yacht is sent a RORC checklist designed to help the Person in Charge ensure that his yacht complies with ISAF Offshore Special Regulations. The checklist must be completed to the required Category and returned to the RORC before the yacht's first RORC race in the season. Checklists from other organisations may be accepted if they are completed to the appropriate race category, current, comprehensive, and based on the ISAF Offshore Special Regulations.

The attention of the Person in Charge is drawn to RORC Prescriptions to Special Regulations printed in this Programme. Only one checklist appropriate to the race category is required for each season. The RORC reserves the right to conduct a Special Regulations inspection on any competitor's boat at any time.

**4(e) CREWLIST, SHORESIDE CONTACT**

Each yacht is sent a Crewlist Form for each race/regatta. Except when otherwise stated in race details in this Programme or in Sailing Instructions the form shall be completed **and in an offshore race returned to the RORC, preferably as an email attachment.**

For inshore regattas **only** the completed Crewlist may be handed to the person staying ashore who has been nominated by the yacht as the shoreside contact. This person will be contacted by the Race Office during the regatta if necessary and should be available through 24 hours (a business number is usually not sufficient). In an emergency the shoreside contact should act as the link with the Race Office on behalf of all the crew.

**4(f) CREW REGISTER**

Persons in Charge and Crews are welcome to use the RORC online crew register, see [www.rorc.org/crew](http://www.rorc.org/crew) for details. The RORC does not warrant the suitability or claims of any crew volunteer, nor of any vessel, owner or Person in Charge.

**4(g) CLASS FLAG**

The appropriate class flag or flags shall be prominently displayed from a backstay when racing or at the stern on a yacht with no backstay (See Appendix II)

**4(h) CHECK-IN AT START – IDENTITY GATE**

At the start of every RORC race a visual checking system will verify which yachts are racing. Often this requires competitors to sail between a buoy and a committee vessel ("identity gate") whilst displaying class flag and sail number. Details are given in Sailing Instructions. Failure to check-in properly can lead to a penalty, and (worse) to a waste of rescue services' time.

**5 RULES AND REGULATIONS**

Conduct of a race

Summary:

- (a) Racing Rules and Regulations
- (b) Rule Infringements and Penalties
- (c) Changes to the Racing Rules of Sailing (RRS)
- (d) VHF and Radio Communications
- (e) Reporting in a slow race
- (f) Reporting in severe weather
- (g) Self steering
- (h) Use of engine
- (j) Traffic Separation Schemes
- (k) Pollution

**5(a) RACING RULES AND REGULATIONS**

Except when governed by a separate Notice of Race, RORC races are governed by:-

**The rules as defined in the Racing Rules of Sailing with RYA Prescriptions.** The rules and regulations of appropriate one design and/or restricted class rules, IRC Rules Parts 1, 2, 3 and ORC Club, CSA Rule and Multihulls.

**ISAF Offshore Special Regulations** with RORC prescriptions printed in the 2009 RORC Programme (the Category for each race is stated with race details). When details of Special Regulations cannot be met the Committee may accept an alternative.

**Stability/Safety (SSS) / STIX&AVS screening** numerals or equivalent, see race details and the SSS/STIX section in the RORC

2009 Programme.

**RORC General Conditions** and race details in the 2009 RORC Programme (which comprises the RRS Notice of Race except when stated otherwise).

**Sailing Instructions**

Succeeding items in the above list shall take precedence.

Except when otherwise stated in Sailing Instructions, the rules of RRS Part 2 shall not apply between the times of local sunset and sunrise and shall be replaced with the appropriate rules of IRPCAS (International Regulations for Prevention of Collisions at Sea).

**5(b) RULE INFRINGEMENTS AND PENALTIES**

- (i) Taking a Penalty (RRS 44). When a scoring penalty applies it will be as described in RRS 44.3.

Unless sailing instructions state that a scoring penalty applies, a yacht may take a Two Turns Penalty as permitted and described in RRS 44.2 for breaking a rule of RRS Part 2 or a right-of-way rule of IRPCAS, whichever applies at the time. When the right-of-way rules of IRPCAS apply a penalty need not be taken until it is safe to do so. This adds to RRS 44.1.

- (ii) Taking a Penalty for infringements of other rules.

A yacht that may have broken any rule applying to the event other than a rule of RRS Parts 1 or 2, Rule 28, or a right-of-way rule of IRPCAS may accept a scoring penalty provided that she did not cause injury or serious damage or gain significant advantage in the race or series by her breach. Her penalty shall be a 10% scoring penalty, minimum one place.

If the breach is the subject of a protest, she may accept a scoring penalty before the start of the hearing provided that the protest committee agrees to her request.

- (iii) Scores and Scoring Penalties - With a hearing:

The penalty for breaking a Fundamental Rule of RRS Part 1 is disqualification. A disqualification under RRS 2, Fair Sailing, is not excludable (DNE). The penalty for breaking any other rule applying to the event apart from RRS28 is a 50% scoring penalty (minimum 5 places), except that when a protest committee decides that a breach of the Advertising Code, Special Regulations, ORC Regulations, General Conditions, or rules on class flags and sail numbers was minor and unintentional, it may instead warn the yacht, which shall not race again until she has corrected her breach. The Penalty for breaking RRS 28 is DSO, except when the protest committee decides that no significant advantage has been gained, where a penalty of 50% (minimum 5 places), or 10% (minimum 1 place), may be applied.

When there is a hearing and the protest committee decides that a yacht caused serious damage or gained a significant advantage in the race or series by her breach, a scoring penalty will not apply and the yacht will be disqualified.

- (iv) Scores and Scoring Penalties - Without a hearing.

The following changes RRS 63.1, however, a yacht that has had its score changed without a hearing, may ask for a hearing.

When the Race Committee sees or hears an infringement of RRS 42, RRS 28, IRC, ORC rules, Special Regulations, General Conditions, including one contained in a boat's own declaration, and where no significant advantage has been gained, it may apply a penalty of 50% (minimum 5 places) or 10% (minimum 1 place).

When General Condition 5(h) (iii), Temporary Discontinuance of Racing, applies, the race committee may increase the yacht's finishing time or finishing position to correct an advantage. No penalty will be imposed for an infringement of RRS 42 under General Condition 5(h) (ii) or 5(h) (iii).

In an offshore race, or a race whose scheduled length is 50 miles or more, a yacht which at her starting signal has any part of her hull, crew or equipment on the course side of the starting line and does not return and start correctly will be given a 50% scoring penalty, minimum 5 places.

## 5(c) STATEMENT OF CHANGES TO THE RACING RULES OF SAILING (RRS)

Rule changed	Subject	Reference
Race Signals	flag 'L'	General Condition 6(d)
41	VHF advice may not be outside help	General Condition 6(b)
45	off moorings late at start	General Condition 5(h) (ii) & (iii)
45, 47	taking shelter	General condition 5(h) (iii)
62	starting groups may split a class	Appendix II (b)
A2, A4, A9	Scoring	Appendix III (b)
A3	Scoring	Appendix I

## 5(d) VHF AND RADIO COMMUNICATIONS (SEE ALSO 6(b))

Sailing Instructions may request yachts to send position reports during a race. There is no limit on communication from a yacht provided the yacht does not receive information (other than that publicly available to all) which might help her in the race - see RRS41 - (outside help). A yacht may receive information about severe weather without infringing RRS41 (outside help).

## 5(e) REPORTING IN A SLOW RACE

(Not required when Category 4 Special Regulations apply)

When during an offshore race such time has elapsed that a yacht can at best achieve an average speed at the finish of less than 4 knots, she shall make every effort to inform the Race Office at the finish or HM Coastguard Portland Tel: +44 (0)1305 760439 of her position and progress, and shall continue to do so at reasonable intervals until she reports finishing or retiring.

## 5(f) REPORTING IN SEVERE WEATHER

(Not required when Category 4 Special Regulations apply)

In the event of severe weather a yacht shall endeavour to:

- (i) report to the Race Office or the appropriate HM Coastguard (see Sailing Instructions for details) her whereabouts and status at reasonable intervals (if possible 12-hourly), and pass information on other yachts if known;
- (ii) keep continuous watch on Channel 16. Inter-yacht communication calls should when possible use 16 as a calling Channel and Channel 72 as a working Channel.
- (iii) (yachts with communications in addition to VHF) act as a link, taking other yachts' reports on VHF and passing them to the shore;
- (iv) display the portable sail number (when no numbered sails are set) by fixing it to the port quarter.

## 5(g) SELF STEERING

Automatic and wind-vane devices for steering may be carried but not used, except in the Two-Handed Division when they may be used. This amends IRC Rule 14.

## 5(h) USE OF ENGINE

- (i) When a boat uses its engine to avoid collision or in a grave emergency, the facts shall be reported on her declaration. The Race Committee shall apply a penalty of 10% (minimum 1 place) except when the yacht at a hearing shows that the circumstances which led to her use of the engine were entirely outside her control (when the penalty may be waived). However the protest committee after a hearing shall disqualify the yacht when it judges significant advantage was gained.
- (ii) Late at the start (changes RRS 45). If a boat which has not previously come to the starting area, is not off her moorings at her preparatory signal, or comes to the starting area under power or being towed she shall stop her engine (or drop the tow) and complete a two turns penalty under sail including two tacks and two gybes before starting. No penalty will be imposed for an infringement of RRS 42. Sailing Instructions may prescribe that a boat shall not start after a prescribed time.
- (iii) Temporary discontinuance of racing (changes RRS 45 & 47). If a yacht moors in order to take shelter or in emergency crew may temporarily leave a yacht to handle her moorings only. If she uses her engine for propulsion she shall, on rejoining the race, return to the spot where she began to use her engine, turn off her engine and continue to race from that spot. She shall report the circumstances on her declaration. No penalty will be imposed for an infringement of RRS 42.

Notwithstanding anything in 5(h) a yacht's elapsed time shall be counted from the starting signal until she finishes.

## 5(j) TRAFFIC SEPARATION SCHEMES

Attention is drawn to the requirements of Rule 10 of the International Regulations for Prevention of Collisions at Sea.

## 5(k) POLLUTION

Dumping rubbish is prohibited. Under MARPOL legislation, the Merchant Shipping Regulations 1998 (Prevention of Pollution by Garbage) and Merchant Shipping Notice No 1720.

**Fines:** Magistrates Court: Up to £25,000; Crown Court: UNLIMITED

## 6 THE RACE COMMITTEE and its actions at a race

### Summary:

- (a) Organising Authority & Race Committee
- (b) Communications
- (c) Flexi-course/possible marks in the Channel
- (d) Code Flag L

### 6(a) ORGANISING AUTHORITY & RACE COMMITTEE

The Organising Authority is the RORC. The Race Committee is the Committee of the RORC except that the RORC Race Officer for the race may call a sub-committee of not more than five or less than three officers, members of the committee or members of the RORC, the organising club(s) or other yacht clubs. The sub-committee will be included in the term "Race Committee" wherever it is used.

### 6(b) COMMUNICATIONS (See Also 5 (d))

The Race Committee may broadcast information to the fleet on VHF72 at the start and finish. Yachts are strongly advised to monitor VHF72 with a loudspeaker or handheld VHF on deck. Detailed use of VHF by the Race Committee (for example to announce a course) will be described in Sailing Instructions. A yacht may, without infringing RRS 41 (outside help), request and receive repetition of information broadcast by the Race Committee, or be told whether or not a broadcast has been made.

**Emergency Information:** When an emergency occurs during a race and Race HQ phones are busy, information will as far as possible be posted on the RORC website at [www.rorc.org](http://www.rorc.org)

**6(c) FLEXI-COURSE/POSSIBLE MARKS IN THE CHANNEL**

In exceptional circumstances or when persistent light airs are forecast, as an alternative to an advertised course or in a “flexi” course the Race Committee may choose a course to be announced at the start. The following marks may be used..

*All positions below are referenced to the WGS84 datum, but should be assumed to be approximate*

**The following positions are not guaranteed**

Atomic Outfall Lt By	50°35:02N	002°11:57W
Bembridge Ledge Lt By	50°41:15N	001°02:81W
Bridge Lt By	50°39:63N	001°36:88W
CS1 Lt By	50°33:69N	000°03:92W
Darling Associates Lt By (was Gilkicker-Ondeck and before that Royal Albert Lt By)	50°46:26N	001°08:76W
DZ (A) Lt By Fl 2s	50°33:34N	002°06:52W
DZ (B) Lt By Fl 10s	50°32:11N	002°05:92W
DZ (C) Lt By Fl 5s	50°32:76N	002°04:56W
East Shambles Lt By	50°30:78N	002°20:08W
Gales HSB Lt By	50°46:15N	001°16:65W
Horse Sand Fort	50°45:01N	001°04:34W
Island Sailing Club Lt By (was AAA Marine)	50°46:09N	001°18:43W
Nab Tower Lt	50°40:08N	000°57:15W
Needles Fairway Lt By	50°38:24N	001°38:98W
New Grounds Lt By	50°41:84N	000°58:49W
No Man’s Land Fort	50°44:40N	001°05:70W
North Head Lt By Fl (3) G 10s	50°42:69N	001°35:52W
Owers Lt By	50°38:63N	000°41:19W
Poole Bar By (No.1) (QG)	50°39:31N	001°55:16W
Prince Consort Lt By	50°46:42N	001°17:59W
RORC East Offshore Lt By Fl (Y) 5s (was Ocean Safety)	50°32:00N	000°30:00W
Royal Sovereign Tower	50°43:45N	000°26:09E
Rustington Outfall Lt By	50°46:27N	000°30:53W
Saltdean Outfall Lt By	50°46:72N	000°02:13W
Snowden Buoy	50°46:25N	001°17:59W
Trinity House By	50°46:31N	001°17:75W
Warner Lt By	50°43:87N	001°03:99W
West Princessa Lt By	50°40:16N	001°03:65W
Williams Shipping	50°47:20N	001°18:50W

Specially laid marks may also be used of which details will be provided.

**6(d) CODE FLAG ‘L’ (CHANGES RRS - RACE SIGNALS)**

The display of code flag ‘L’ by the Race Committee will mean that a change to Sailing Instructions has been published. Changes will be numbered 1, 2, 3, etc. and pennant ‘1’ ‘2’ or ‘3’ displayed close up to ‘L’ will indicate the latest change. When flag ‘L’ is displayed it shall be the responsibility of each yacht to satisfy herself that she is familiar with the change. A written copy of a change may be obtained from the Race Committee. When possible the Race Committee will broadcast the change or a summary on VHF 72 (see 6b above).

**7 AFTER A RACE duties & actions of a yacht and the Race Committee**

**Summary:**

- (a) Written declarations
- (b) Report to Race Committee
- (c) Protests
- (d) Race results

**7(a) WRITTEN DECLARATIONS**

(Not required when Category 4 Special Regulations apply)

Each yacht completing an offshore race shall complete a Declaration Form and submit it to the Race Committee as soon as possible after a race. Every member of the crew shall sign the Declaration Form. Failure to comply with this rule may result in the yacht being excluded from the results. When a yacht retires from a race she shall write the reasons on her Declaration Form.

**7(b) REPORT TO RACE COMMITTEE**

(Not required when Category 4 Special Regulations apply)

When after a race a yacht cannot promptly deliver to the Race Committee the written Declaration Form (in which case she shall send it) she shall without delay orally confirm to the Race Committee that she has finished racing, giving the time of finishing. When direct contact with the Race Committee is impossible (telephone numbers and VHF channels are given in Sailing Instructions) a message may be given at any time to HM Coastguard, Portland (+44 (0)1305 760439).

**7(c) PROTESTS (SEE RRS 61.2)**

- (i) may be written on plain paper
- (ii) on offshore races shall be lodged within three hours of the finish of the protesting yacht. For inshore races please refer to the Sailing Instructions
- (iii) protests about ratings - shall be accompanied by a deposit of £100 and shall be lodged with the Race Committee.

**7(d) RACE RESULTS**

Will be available from the RORC Race Office as soon as possible after the finish and will be posted at [www.rorc.org](http://www.rorc.org). Race results packs will be emailed to all entries. Results will only be posted to yachts by special request.

**APPENDIX I - Rating Systems**

RRS A3 final sentence is modified to read “However when a handicap or rating system is used a yacht’s corrected time, rounded to the nearest second, shall determine her finishing place.”

**Summary:**

- (a) IRC
- (b) ORC Club
- (c) Multihulls
- (d) CSA

**I(a) IRC**

IRC Rules A, B and C shall apply, except when varied in General Conditions or Sailing Instructions. The Rules are available in English from the RORC Rating Office Lymington, in French from the UNCL in Paris and may be available in translation in Italian and Spanish.

The maximum crew on board for racing under IRC is:

<b>IRC certificate</b>	<b>allowed crew</b>
Up to 9	certificate number plus 1
10-13	certificate number plus 2
14 and over	certificate number plus 3

The maximum crew allowed in a yacht with a certificate number of 9 is therefore 10, etc.

NOTE: The above provision overrides IRC Rule 27.4.2 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.

IRC certificates do not need to be “endorsed” for RORC direct-entry races in 2010 except the IRC National Championship and Rolex Commodores’ Cup.

IRC Race Results:

Corrected time = Elapsed time x TCC (the IRC Time Correction Factor).

## I(b) ORC CLUB

In the North Sea Race yachts may enter in ORC Club. In addition, for this race only, yachts may dual score in ORC Club and IRC.

The maximum crew weight shall be that stated on the rating certificate except that one-design classes recognised by the RORC shall comply with their class rules.

ORC Club Race Results:

Corrected time = Elapsed time x TMF (the ORC Time Correction Factor)

## I(c) MULTIHULLS

Offshore multihulls with endorsed MOCRA (Multihull Offshore Cruising and Racing Association) rating certificates may enter a multihull division in RORC Offshore races. The minimum crew for multihulls is two. Automatic and wind vane steering is not permitted.

MOCRA Race Results:

Corrected time = Elapsed time x TCF (the MOCRA Rating Rule Time Correction Factor).

Open multihulls may race without any handicap.

## I(d) CSA

The RORC Caribbean 600 race will be open to yachts with a Caribbean Sailing Association rating.

CSA Race results

Corrected time = Elapsed time x TCF (the CSA Rating Rule Time Correction Factor).

## APPENDIX II – Classes, Class Flags and Divisions

Summary:

- (a) Classes and Class Flags
- (b) Starting Groups
- (c) Seahorse Division
- (d) Level Racing
- (e) Two-Handed Division
- (f) Youth Division
- (g) CSA Class
- (h) Quarter Ton Class

### II(a) CLASSES AND CLASS FLAGS

Classes shall be as detailed below. Class Flags shall be flown from the backstay or at the stern on a yacht with no backstay when racing.

Class	TCC range	Class Flag
IRC SZ	1.300 and greater	Code flag A
IRC 0	1.105 - 1.299	Pennant 0
IRC 1	1.060 - 1.104	Pennant 1
IRC 2	0.991 - 1.059	Pennant 2
IRC 3	0.850 - 0.990	Pennant 3
ORC Club		Blue square 30cm
Multihulls		Code flag M
CSA	0.870 and greater	Blue square 30cm

The RORC reserves the right to amend the class splits in the light of 2010 data before the start of the season. Class bands may be changed for inshore regattas.

Yachts with canting keels will race in a separate Class within IRC.

### II(b) STARTING GROUPS

A fleet may be divided into Starting Groups for a race. Starting Groups will when possible be based on IRC classes. A yacht without an IRC certificate (e.g. ORC Club only) may be allocated to start in a "starting group" with an IRC class. In such a case clear instructions will be given in Sailing Instructions. The Committee will make every effort not to split any class at a start, but on occasions this may be necessary and the Committee's action shall not comprise grounds for redress (RRS 62).

### II(c) SEAHORSE DIVISION

Within IRC in a race, boats marked "\*" (Seahorse Division) will comprise an extra class for a first prize. Seahorse Division is for non-advertising boats (ISAF Regulation 20) which have not previously won any RORC prize in the current or previous season (including the race concerned) and have an age date of 12/05 and older (provided the date has been disclosed on the race entry form).

## II(d) 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 RORC prizes on the scale in Appendix III. It would be helpful if class secretaries request this service in advance. With prior permission from the RORC certain classes may be allowed to race under class rules within RORC racing (i.e. IMOCA 60, Class 40).

## II(e) TWO-HANDED DIVISION

A Two-Handed Division within IRC will be available in RORC offshore races. Yachts will race on IRC handicap and will be eligible for both Two-Handed and IRC class trophies. Automatic or wind-vane steering is permitted (changes IRC 15). Entries must satisfy the committee that they have suitable and adequate experience and that their boat is appropriately organised for two-handed sailing.

## II(f) YOUTH DIVISION

A Youth Division within IRC will be available for yachts with a minimum of 50% (rounded up) of the crew under the age of 28 on the 1st January 2010 in the RORC Easter Challenge, Cowes-Dinard-St Malo and Cherbourg races. Yachts must notify the RORC that they wish to be included in the Youth Division.

## II(g) CSA CLASS

The RORC Caribbean 600 race will be open to yachts with a minimum Caribbean Sailing Association rating of 0.870 provided that there at least 10 entries with a CSA rating.

## II(h) QUARTER TON CLASS

To qualify as a Quarter Ton Boat, a boat shall have had an IOR rating of 18.5 or less during the period 1970 to 1996. In case of series production boats only one of the series need have had a rating of 18.5 or less.

## APPENDIX III - Annual Challenge Trophies, Special Awards, Season's Points, Prizes and Trophies

- (a) Annual Challenge Trophies, Special Awards
- (b) Season's Points – IRC SZ-3, Two Handed Division, Class 40 and MOCRA Multihulls
- (c) Race Prizes and Trophies

### III(a) ANNUAL CHALLENGE TROPHIES, SPECIAL AWARDS

For details of the following, see the page on Annual Challenge Trophies and Special Awards earlier in this Programme:

- Yacht of the Year Trophy
- Season's Points Championship Trophies
- Points Championship Trophies – all races to count
- Special Awards

### III(b) SEASON'S POINTS – IRC OVERALL SZ, SZCK, Z, 1, 2 & 3, TWO – HANDED DIVISION, MOCRA MULTIHULLS, CLASS 40

Season's Points will be awarded within the above classes notwithstanding any combination or division at a particular race. RORC points are the points awarded through the Cox – Sprague system. RRS Appendix A is changed; paragraphs A2, A4 and A9 shall not apply. A boat retiring shall receive zero points.

A yacht's best 5 points-scoring RORC races will count for Season's Points Trophies and Prizes.

Interpretation of the terms of all Trophies and Prizes will be by the RORC Committee.

**III(c) RACE PRIZES AND TROPHIES**

**(i) Prizes:**

RORC medallions will be presented as prizes for each class and division as follows:

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

**Low Number of Starters:** When there are fewer than 6 starters in a class it may be combined for prizes with the neighbouring least numerous class; or if both neighbouring classes are equal in number, the next class above.

**High Number of Starters:** When there are more than 30 starters in a class it may be sub-divided for prizes.

**(ii) Trophies:**

The interpretation of the terms of award for any trophy will be made by the Race Committee, whose decision is final. 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 responsible for all damage or loss and strongly recommend that winners take out adequate insurance. Winners are also liable for all return carriage costs.

**(iii) Sailing Schools:**

The definition of a Sailing School is that the school must be a bona fide sailing school, affiliated to a National Authority and having on board at least 50% crew which are paying students (not instructors).

**(iv) Service Yachts:**

A Service Yacht is one which is crewed by regular serving 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.

**APPENDIX IV - Declaration by the Person in Charge**

**Copy of the Race Entry Form Declaration as 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, other 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 General Condition 2 Responsibility. Before racing I will effect 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 buoyancy adequate for the conditions). See also RORC Prescription to the Special Regulations 5.01.6

I agree to be bound by RRS, RYA Prescriptions, RORC General Conditions, ISAF 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 on my boat contrary to the terms of any ban imposed by ISAF, or a National Authority or the RORC.

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

**RORC POINTS TABLE - BASED ON THE COX-SPRAGUE SYSTEM**

Number of starters											20 or more									
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	43	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									
64	65	66	67	68	69	70	71	72	73	74	9									
62	63	64	65	66	67	68	69	70	71	72	10									
	61	62	63	64	65	66	67	68	69	70	11									
		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									

DNF = 10 pts

DSQ = 0 pts

After place 50, points reduce for each subsequent place by 0.3 to a flat minimum of 11.0

Points obtained from the table (excluding points for DNF which are always 10) are multiplied by the points factor shown with the details of each race. When there is no points factor, points are not awarded.