Royal Ocean Racing Club

NOTICE OF RACE 2022

www.rorc.org

ROLEX SWAN CUP

ROLEX SYDNEY HOBART
YACHT RACE

ROLEX FASTNET RACE

NEVER STRAIGHT

It is said the shortest distance between two points is a straight line. But at sea, charting any course comes with a slew of uncontrollable factors. The winds, the currents, the swell… Only the strongest will, the keenest experience and a sharp intuition can overcome such overwhelming powers. Only by keeping the highest expectations and harnessing the deepest resources can one chart a course between where one is and where one aims to be. There is very little chance it will ever be a straight line. **Yet more often than not, it will be the right one.**

#Perpetual

OYSTER PERPETUAL
YACHT-MASTER II

ROLEX

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, FINRATING 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/race-documents
High Points Scoring System	the boats are ranked in order of points scored. Highest Points score wins.
Inshore Regatta	Inshore Regattas in 2022 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 2022 are in red font.

Cover photo: ROLEX/Studio Borlenghi

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

Contents

Contents

Contacts

RORC Race Office

The Disrespect
82, High Street
Cowes
Isle of Wight
PO31 7AJ

Tel: +44 1983 295144
Email: racing@rorc.org

London Clubhouse

20, St James's Place
London
SW1A 1NN

Tel: +44 207 493 2248
Fax: +44 207 493 5252
Email: info@rorc.org

Cowes Clubhouse

The Parade
Cowes
Isle of Wight
PO31 7QU

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

Rating Office

Seahorse Building
Bath Road
Lymington
Hampshire
SO41 3SE

Tel: +44 1590 677030
Fax: +44 1590 679478
Email: info@rorcrating.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).

General Rules

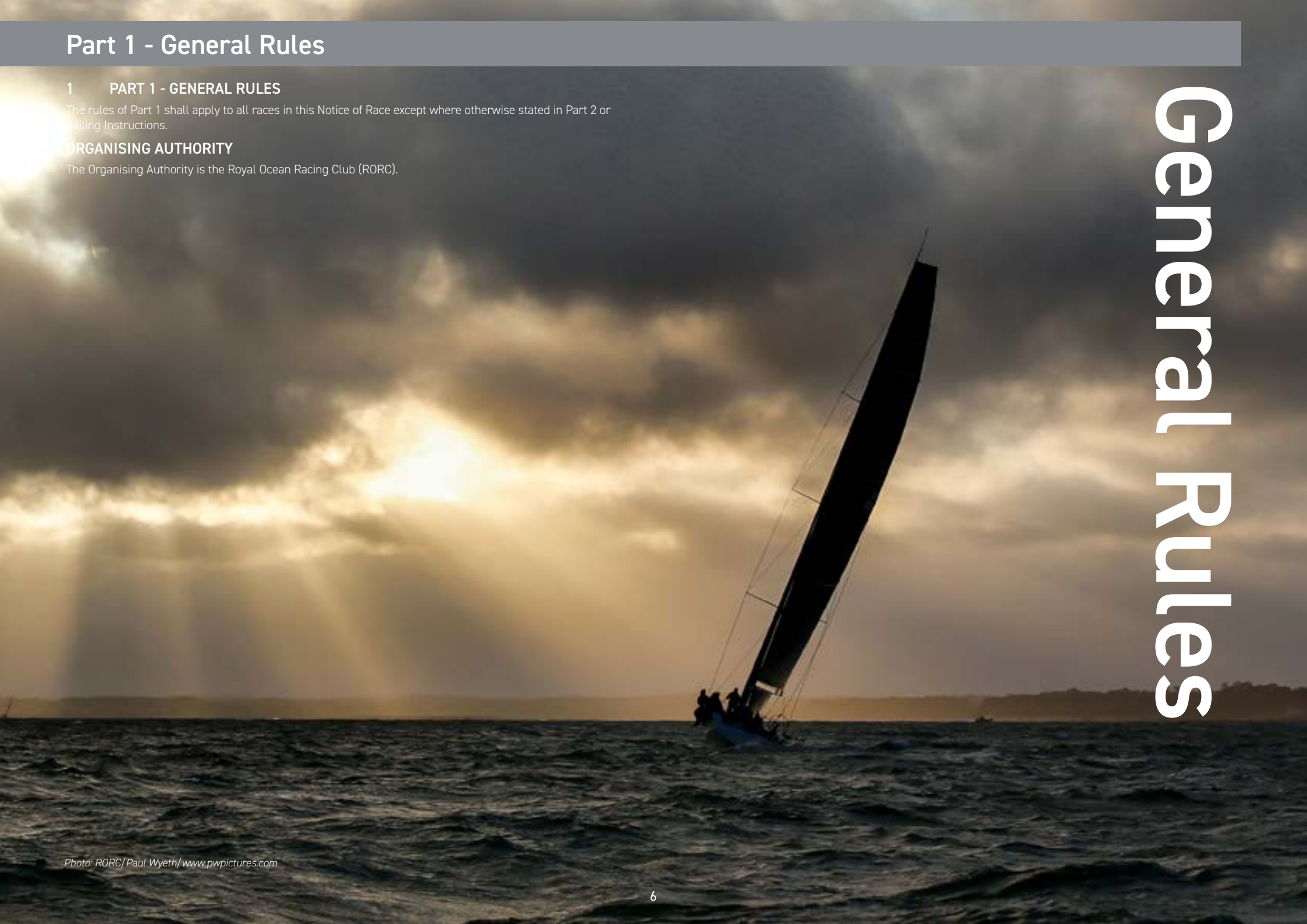


Photo: RORC/Paul Wyeth/www.pwpictures.com

Part 1 - General Rules

1.1 PROGRAMME

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

Date	Race	Destination/Location	Distance	Points	Page
Saturday 23 October 2021	**Rolex Middle Sea Race*#****	Valletta, Malta – Valletta	606	1.2	18
Saturday 8 January 2022	**RORC Transatlantic Race**	Lanzarote – Grenada	2,995	1.5	19
Monday 21 February	**RORC Caribbean 600***	Antigua – Antigua	600	1.4	20
Friday 15–Sunday 17 April	**RORC Easter Challenge***	Cowes	-	-	36
Saturday 30 April	**Cervantes Trophy Race**	Cowes – Le Havre	110–160	1.0	22
Saturday 14 May	**De Guingand Bowl Race**	Cowes – round marks – Solent	110–160	1.0	23
Friday 20–Sunday 22 May	**Vice Admiral's Cup***	Cowes	-	-	36
Friday 27 May	**North Sea Race (Vuurschepen Race 24 May)**	Harwich – Scheveningen	140–185	1.2	24
Thursday 2 June	**Myth of Malham Race**	Cowes – Eddystone – Solent	230	1.2	25
Friday 10–Sunday 12 June	**IRC National Championship**	Cowes	-	-	37
Friday 17 June	**Morgan Cup Race**	Cowes – Dartmouth	110–160	1.0	26
Saturday 18 June	**SSE Renewables Round Ireland Race***	Wicklow – Wicklow	704	1.2	27
Thursday 23 June	**Medallion Presentations**	London Clubhouse	-	-	-
Thursday 30 June–Saturday 2 July	**J Cup***	Cowes	-	-	38
Sunday 3 July	**La Trinité-Cowes Race**	La Trinité – Cowes	350	1.2	28
Friday 8 July	**Cowes-Dinard-St Malo Race**	Cowes – St Malo	151	1.0	29
Saturday 9 July	**East Coast Race***	Burnham-on-Crouch – Ostend	100	1.0	30
Wednesday 13–Saturday 23 July	**Drheam Cup***	Cherbourg – La Trinité	600/1,000/1,500	-	-
Thursday 21 July	**Baltic Sea Race***	Helsinki – Gotland – Helsinki	635	1.4	31
Saturday 23 July	**Channel Race**	Cowes – round marks – Solent	110–160	1.0	32
Sunday 7 August	**Sevenstar Round Britain and Ireland Race***	Cowes – around Britain and Ireland – Cowes	1,805	1.5	33
Sunday 14–Friday 19 August	**Half Ton Classics Cup***	Cowes	-	-	38
Thursday 25–Sunday 28 August	**IRC European Championship***	Breskens, Netherlands	-	-	-
Friday 2 September	**Cherbourg Race**	Cowes – Cherbourg	75	1.0	34
Saturday 3–Sunday 4 September	**Contessa 32 Regatta***	Cowes	-	-	-
Saturday 10–Sunday 11 September	**IRC Double Handed National Championship***	Cowes	-	-	39
Thursday 22 September	**Medallion Presentations**	London Clubhouse	-	-	-
Saturday 22 October 2022	**Rolex Middle Sea Race*#****	Valletta, Malta – Valletta	606	1.2	18
RORC SUPPORTED RACES					
Friday 4 February	**Dubai to Muscat Race*#**	Dubai – Muscat	360	-	-
Friday 13 November	**Raja Muda Selangor International Regatta*#**	Malaysia/Thailand	-	-	35

** The 2021 Rolex Middle Sea Race scores as the first race of the 2022 Season's Points Championship * See individual events Notice of Race available from the RORC or event websites Offshore Races Inshore Races Supported Races

Organised under the auspices of/or in association with the Royal Ocean Racing Club

1.2 RULES AND REGULATIONS

1.2.1 COVID-19 PROTOCOLS

Protocols relating to COVID-19 may be published at any time and will state if they have the status of a rule.

1.2.2 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..

1.2.3 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.

1.2.4 NATIONAL AUTHORITY PRESCRIPTIONS

The prescriptions of RYA will apply (https://assets.rya.org.uk/assetbank-rya-assets/action/directLinkImage?assetId=47811). No other National Authority prescriptions will apply.

1.2.5 CLASS RULES

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

1.2.6 2022 WORLD SAILING OFFSHORE SPECIAL REGULATIONS (OSR)

The World Sailing Offshore Special Regulations, any amendments thereto for 2022, and RORC Prescriptions. Where details of Offshore Special Regulations cannot be met the Committee may accept an alternative.

1.2.7 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.

1.2.8 NOTICE OF RACE

This Notice of Race and any amendments thereto will be available from the RORC Race Office and published on the RORC website (http://www.rorc.org/racing/notice-of-race).

1.2.9 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: Where there is a conflict between the Notice of Race and the Sailing Instructions; the Sailing Instructions shall prevail. (this changes RRS63.7)

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 3: "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 3 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 1.5.4 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 1.5.4.1.4 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 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 are permitted (this changes RRS 52).

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 a trophy for mixed crews (a male and a female). 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.

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).

1.5.5 CLASSES AND CLASS FLAGS

Class	TCC Range	Class Flag
IRC Super Zero	1.550 and greater	Pennant 9
IRC Zero	1.175 – 1.549	Pennant 0
IRC One	1.060 – 1.174	Pennant 1
IRC Two	1.020 – 1.059	Pennant 2
IRC Three	0.980 – 1.019	Pennant 3
IRC Four	0.850 – 0.979	Pennant 4
Multihull (MOCRA)	1.100 and greater	Pennant 8

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 2022 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 57 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.

1.5.7.2 Automatic Identification System (AIS)

Boats shall carry an AIS Transponder in all *Offshore Races*. See OSR 3.29.13

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 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 & AVS only.

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

1.6.1.2 Category 3 Races:

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

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

1.6.1.3 Inshore Races:

Boats may be categorised under either STIX & AVS or SSS.

1.6.2 MINIMUM PERMITTED VALUES

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

Each boat shall nominate a Shoreside Contact. This person must be available on the phone number(s) supplied to the RORC throughout the duration of racing 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.

1.7.2 OFFSHORE CREWLIST

For *Offshore Race*s, an Offshore Crewlist complete with full *Emergency Contact* details shall be supplied to the RORC through RORC online entry system. 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 the RORC online entry system.

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 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 Offshore Personal Survival Training Course. 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 6.05.

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 the RORC 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 (allowing time for funds to clear where a bank transfer is used) on or before the *Closing Date*.

Credit/debit cards are accepted through the online entry system or by phone.

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

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 Fourteen days after the race date.

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

1.8.4 STANDARD ENTRY FEES - SHOWN IN STERLING

LH (LOA) (m)		Offshore Weekend Races		Inshore Regattas	
		Non-Members	Members (Discount)	Non-Members	Members (Discount)
5.00	8.99	95	66 (29)	216	151 (65)
9.00	9.99	108	76 (32)	254	178 (76)
10.00	10.99	123	86 (37)	293	205 (88)
11.00	11.99	144	101 (43)	355	249 (106)
12.00	12.99	164	115 (49)	407	285 (122)
13.00	13.99	207	145 (62)	530	371 (159)
14.00	14.99	241	169 (72)	628	440 (188)
15.00	15.99	320	224 (96)	844	591 (253)
16.00	16.99	417	292 (125)	1118	782 (336)
17.00	17.99	539	377 (162)	1457	1102 (355)
18.00	18.99	721	505 (216)	1963	1608 (355)
19.00	19.99	756	529 (227)	2060	1705 (355)
20.00	20.99	793	555 (238)	2163	1808 (355)
21.00	21.99	834	584 (250)	2278	1923 (355)
22.00	22.99	868	608 (260)	2375	2020 (355)
23.00	23.99	904	633 (271)	2477	2122 (355)
24.00	24.99	939	658 (281)	2574	2219 (355)
25.00	25.99	982	687 (295)	2690	2335 (355)
26.00	26.99	1018	712 (306)	2791	2436 (355)
27.00	27.99	1053	737 (316)	2889	2534 (355)
28.00	28.99	1088	761 (327)	2986	2631 (355)
29.00	29.99	1132	792 (340)	3105	2750 (355)
30.00	30.99	1173	821 (352)	3225	2870 (355)

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 (£355) and this is applied to each race entry fee.

Amended 1st January 2022.

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. Under these circumstances 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 as on p11; This amends RRS Appendix A.

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". The Course Distances will be determined by the Race Committee.

1.12.3 NUMBER OF RACES

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

Number of Competitors															
Place	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20+
1	60	66	72	76	80	84	87	90	92	94	96	97	98	99	100
2	54	60	66	70	74	78	81	84	86	88	90	91	92	93	94
3	50	56	62	66	70	74	77	80	82	84	86	87	88	89	90
4	46	52	58	62	66	70	73	76	78	80	82	83	84	85	86
5	43	49	55	59	63	67	70	73	75	77	79	80	81	82	83
6	40	46	52	56	60	64	67	70	72	74	76	77	78	79	80
7		44	50	54	58	62	65	68	70	72	74	75	76	77	78
8			48	52	56	60	63	66	68	70	72	73	74	75	76
9				50	54	58	61	64	66	68	70	71	72	73	74
10					52	56	59	62	64	66	68	69	70	71	72
11						54	57	60	62	64	66	67	68	69	70
12							55	58	60	62	64	65	66	67	68
13								56	58	60	62	63	64	65	66
14									57	59	61	62	63	64	65
15										58	60	61	62	63	64
16											59	60	61	62	63
17												59	60	61	62
18													59	60	61
19														59	60
20															59
21-38 places are reduced by 0.5 points															58.5
39-131 places are reduced by 0.3 points															49.7
132 and all further places a flat 20 points															20
DNF or RET															10
DNC, DNS, DSQ, DNE & NSC															0
Points obtained from the table (excluding points for DNF or RET 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.															

RORC Points Table - Based on the Cox-Sprague System

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 high points factor race will be scored at the points factor shown in 1.1 Programme, further high points factor races will be scored at 1.0. A boat's best five *Offshore Races* to count.

Trophy	Presented for	2021 Winner
Europeans Cup	IRC Zero	*Tala*, David Collins
Trenchemer Cup	IRC One	*Darkwood*, Michael O'Donnell
Emily Verger Plate	IRC Two	*Sunrise*, Tom Kneen
Grenade Goblet	IRC Three	*Bellino*, Rob Craigie
Cowland Tropy	IRC Four	*Cora*, Tim Goodhew (skipper)
Psipsina Trophy	Two-Handed Class	*Bellino*, Rob Craigie
Boyd Trophy	Mixed Two-Handed Division	*Bellino*, Rob Craigie & Deb Fish
RORC Decanter	Multihull	*Slinky Malinki*, James Holder
The Concise Trophy	Class 40	*Kite*, Greg Leonard
Oldland/Watts Aquadanca Trophy	For the Sigma 38 wih the highest Season's Points	*With Alacrity*, Chris Choules
J/109 RORC Trophy	For the J/109 with the highest score from her best five points races including the Rolex Fastnet Race.	*Just So*, William McGough (skipper)

1.13.1.2 SEASON'S POINTS CHAMPIONSHIP TROPHIES - IRC

A boat's best high points factor race will be scored at the point's factor shown in 1.1 Programme, further high points factor races will be scored at 1.0. All *Offshore Races* to count.

Trophy	Presented for	2021 Winner
Jazz Trophy	IRC Overall	*Sunrise*, Tom Kneen
Keith Ludlow Trophy	Navigator of the IRC Overall Yacht	Suzy Peters & Tom Cheney
David Fayle Memorial Cup	Best Sailing School Yacht	*Arthur*, Sailing Logic
Serendip Trophy	Best Series Produced Yacht	*Sunrise*, Tom Kneen
	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	*Sam*, Peter Hopps
Haylock Cup	Best British Service Yacht	*Fujitsu British Soldier*, ASA
Stradivarius Trophy	Best Overseas Yacht	*Shortgood*, Reneaud Courbon
Arambalza Swan Cup	Best Swan	*Xara*, Jonathan Rolls
Alan Paul Trophy	Consistent high performance	*Scarlet Oyster*, Ross Applebey
	Awarded to the yacht with the highest total fleet overall points (all races to count) plus a bonus: 2.5[R+(R-1) +(R-2) +(R-3) etc +(R-R)] when R=races completed. Class Season's Points winners are excluded.	
The Gordon Applebey Trophy	Best over six races	New trophy for 2022
	Awarded to the yacht with the highest combined score in her best six races	

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

1.13.1.3 SPECIAL AWARDS

Trophy	Presented for	2021 Winner
Somerset Memorial Trophy	Yacht of the Year	*Sunrise*, Tom Kneen
	Awarded for outstanding racing achievement by a yacht owned or sailed by a RORC member as voted for by the RORC Main Committee.	
Assuage Trophy for RORC Members		*Sunrise*, Tom Kneen
	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		*Orange Mecanix2*, Sport Nautique Club
	Best Elapsed time of an IRC yacht in the Cervantes Trophy, Morgan Cup, Cowes Dinard St Malo and Cherbourg races.	
Duncan Munro Kerr Youth Challenge Trophy		George Kennedy, *Sunrise/Tala*
	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 2022. In the event of equal mileage the younger crew member wins.	
Peter Harrison Youth Trophy		*Sunrise*, Tom Kneen
	For yachts racing under IRC with a minimum of 33% (rounded up) of the crew under the age of 25 on the 1st January 2022. Highest points score from any 3 Offshore Races 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	*Medallia*, Pip Hare
Seamanship Trophy	Outstanding Act of Seamanship	Not Awarded in 2021
Freddie Morgan Trophy	Classic Yacht in IRC	*Morning After*, Stuart Greenfield
The Beken Trophy	Concours d'Elegance in RORC Races	*Stormvogel*, Graeme Henry (skipper)
Meritorious Award	Outstanding Keelboat Performance by a RORC Member	Not Awarded in 2021
The Pera Awards	Pera Awards may be given to yachts which receive redress for rendering assistance during a race.	Not Awarded in 2021

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 with another *Class*.

1.13.2.2.2 High Number of Starters

When there are more than 30 starters in a *Class* it may be sub-divided 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 third-party liability insurance before racing.

1.16 AMENDMENTS TO THE NOTICE OF RACE

This Notice of Race may be amended at any time, any amendments will be published on the RORC website www.rorc.org

CHARTER FROM A SELECTION OF RACE OPTIMISED YACHTS

WHEN PERFORMANCE COUNTS

RACING YACHT CHARTER

READY TO HIT THE RACE CIRCUIT?

NEED HELP WITH LOGISTICS?

BERTHING, RACE ENTRY, ACCOMODATION, FLIGHTS

ENQUIRE TODAY

LV YACHTING

MAXI | PERFORMANCE RACER | GRAND PRIX | RACER CRUISER | MULTIHULL

+44 (0)20 3920 6261 | LVYACHTING.COM | INFO@LVYACHTING.COM

Part 2 - The Races

INTRODUCTION

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.

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

The Races

Part 2 – The Races – Offshore Programme – 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.

ENTRY
Please enter through the Royal Malta Yacht Club
Tel: +356 21 33 31 09
Email: info@rmyc.org

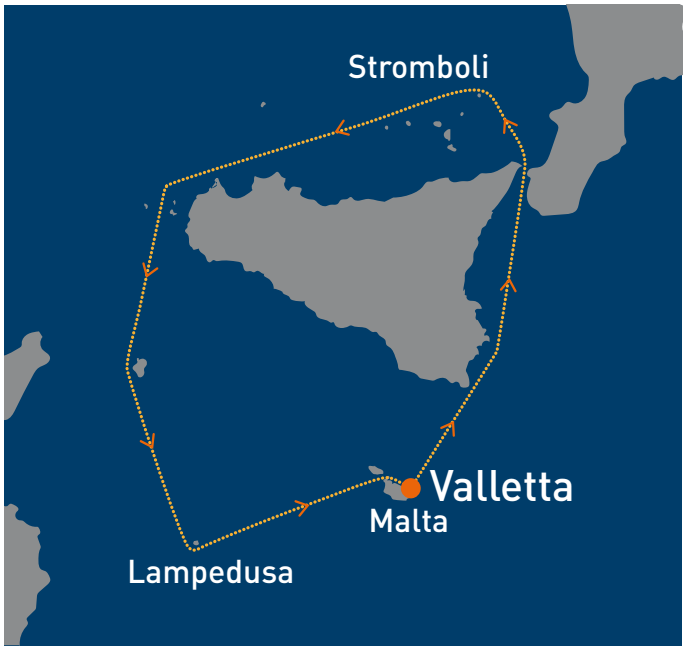
RACE DATE
Saturday 23 October 2021, Saturday 22 October 2022

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.

DISTANCE
630 miles

CLASSES
IRC, IRC Two-Handed, ORC, Offshore One Design Classes, MOCRA Multihull

WORLD SAILING SPECIAL REGULATIONS
Category 2



ROLEX
MIDDLE SEA RACE
2022

Photo: ROLEX/Kurt Arrigo

The Rolex Middle Sea Race was the brainchild of four yachtsmen, two British and two Maltese. The former, Alan Green (later Secretary of the RORC) and Jimmy White, proposed a long offshore course to suit the windier autumnal conditions.

While the original suggestion was for the race to start in Malta and finish in Syracuse, swapping every year, Paul and John Ripard, both members of the Royal Malta Yacht Club, proposed the race begin and end in Malta, instead circumnavigating Sicily. The original clockwise course was to include the islands of Lampedusa, Pantelleria and the Egadi and Aeolian islands and in total its distance was over 600 miles, so longer than the Fastnet Race.

The race was duly begun and lasted till 1983 when there was a hiatus until 1996. In that year the Royal Malta Yacht Club decided to reinstate the race and it has grown from strength to strength ever since, attracting the backing of Rolex SA in 2002.

The race takes them from the ancient fortified ramparts of Valletta, along the east coast of Sicily, in the shadow of Mount Etna, through the busy shipping lanes of the Messina Strait and on past the active volcano Stromboli, in the Aeolian Islands.

In 2021 the course records were completely destroyed with Jason Carroll's MOD70 trimaran *Argo* setting a new time of 33 hours 29 minutes and 28 seconds, and the Russian-owned VPLP–Verdier 100ft maxi *Comanche* setting the monohull benchmark at 40 hours 17 minutes 50 seconds. These records look set to stand for some time.

Part 2 The Races – Offshore Programme – RORC Transatlantic Race

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

ORGANISING AUTHORITY
Organised by the Royal Ocean Racing Club.

RACE DATE
Saturday 8 January 2022, Saturday 7 January 2023

COURSE
Lanzarote, Canary Islands - Grenada, Caribbean

DISTANCE
2,995 miles

CLASSES
IRC (>1.004), IRC Two-Handed, Superyacht (>30.5m LOA), Classic Yachts, Class40, MOCRA Multihull over 9.15m (>1.200)

WORLD SAILING SPECIAL REGULATIONS
Category 1 and RORC Prescriptions

RORC TRANSATLANTIC RACE 2022

Photo: RORC/James Mitchell

First run eight years ago, the RORC Transatlantic Race now starts in January each year, allowing boats to take advantage of more established trade winds. Its arrival in the Caribbean is also scheduled to fit in more closely with the RORC Caribbean 600.

Since its conception the race has been hugely supported by the Calero family, who always offer a warm welcome to all competitors arriving at their marina in Lanzarote prior to the start. A welcome party and crew dinner take place in the week leading up to departure, before the excitement of the start and the 3,000 mile race to the beautiful island of Grenada. This will be a welcome return to the Caribbean island after pandemic restrictions meant the course had to be run to Antigua in 2021, when it was won outright by Olivier Magre's Class40 *Palanad III*.

Entries to the RORC Transatlantic Race have been rolling in and are currently the highest to date. Like the RORC Caribbean 600, the race is also open to superyachts and past entries have included Pier Luigi Loro Piana's 130ft *My Song*. This year, in a new collaboration with the Yacht Club de France, more French boats are expected, along with a few beautiful classic yachts.

Also expected on the start line will be three MOD70 trimarans with several other multihulls also entered, along with a highly competitive IRC racing fleet. Some of the world's fastest maxi monohulls will also take part, competing for the International Maxi Association prize for the monohull line honours winner.

The RORC Caribbean Series Trophy will be presented to the IRC rated boat with the best combined score in the RORC Transatlantic Race and RORC Caribbean 600.

Part 2 – The Races – Offshore Programme – RORC Caribbean 600

For information only. See event Notice of Race at **caribbean600.rorc.org**

ORGANISING AUTHORITY
The Royal Ocean Racing Club in association with the Antigua Yacht Club.

RACE DATE
Monday 21 February 2022

COURSE
Antigua – Antigua via Barbuda, St Kitts and Nevis, Saba, St Barths, St Maarten, Tintamarre, Guadeloupe, La Désirade and Redonda

DISTANCE
600 miles

CLASSES
IRC (>1.004), IRC Two-Handed, Class40, MOCRA Multihull over 9.15m (>1.200), CSA (>0.870)

WORLD SAILING SPECIAL REGULATIONS
Category 3 plus Category 2 Liferaft, EPIRB, AIS Transponder and RORC Prescriptions

RORC CARIBBEAN 600 2022

Photos: RORC/Tim Wright/www.photoaction.com

Starting from Fort Charlotte in English Harbour, Antigua, the RORC Caribbean 600 course circumnavigates 11 Caribbean islands, heading north as far as St Maarten and south to Guadeloupe, passing many of the lesser visited.

First held in 2009 and now established as a 'must do' event among the world's 'classic 600 mile offshore races', its allure is perhaps that, at a time when much of the northern hemisphere is in the grip of winter, the race offers some of the best offshore racing, with both a challenging and tactical course and a highly competitive fleet to match.

The 2020 event was won by Tilmar Hansen's TP52 *Outsider* from Germany, with the 84ft Nigel Irens catamaran *Allegra*, sailed by Adrian Keller, winning the multihull division. After sadly cancelling the 2021 edition due to the pandemic, the expectation is for a bumper fleet in 2022, with interest from teams on both sides of the Atlantic.

In addition to the spread of trophies on offer, the RORC Caribbean Series Trophy will be presented to the IRC rated boat with the best combined score in the RORC Transatlantic Race and RORC Caribbean 600.

The current multihull race record was set by Giovanni Soldini's Multi 70 *Maserati* in 2019 with a time of just 30 hours 49 minutes. George David's *Rambler 88* set the monohull race record in 2018 with a time of 37 hours 41 minutes 45 seconds.

The closing date for entries is Monday 7 February, the IRC rating deadline is Monday 14 February and the CSA rating deadline is Friday 18 February.

NESTLED amongst traditional boatbuilders on Island Street, SALCOMBE, at one of the world's only distilleries directly accessible by boat, SALCOMBE DISTILLING CO. creates exceptional *handcrafted* spirits with an *uncompromising approach* to *quality.*

SALCOMBE GIN®

SALCOMBEGIN.COM

Part 2 The Races – Offshore Programme – 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 30 April 2022. **First Warning Signal**: 0750 from the RYS Cowes, to the East.
HW: Portsmouth 1200 4.4m.

2.3 CLASSES
IRC (>0.850), IRC Two-Handed, Class40, MOCRA Multihull over 9.15m (>1.100)

2.4 ENTRY
Entry opens at 1200 on Monday 20th December 2021

2.5 CLOSING DATE/RATING DEADLINE
Thursday 21 April 2022

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS
Category 3 plus Category 2 liferaft with RORC Prescriptions. 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.

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 1 May 2022 at 1200 (local time) at the Société des Régates du Havre. RORC Medallions will be presented at 1800hrs on Thursday 23 June, at the Clubhouse, 20 St James's Place, London SW1A 1NN. All crews welcome.

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

Race Office
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 29 April 2022. Please contact the Cowes Clubhouse directly for further information.
Telephone : +44 1983 293581
Email: cowes@rorc.org

The information below does not form part of the NOR.

The RORC domestic offshore season traditionally starts on the first UK May bank holiday with, for many years, the Cervantes Trophy Race, finishing in Le Havre. Starting off the RYS line in Cowes, once again the fleet will compete for the race's prestigious trophies, including the Cervantes Trophy.

Situated at the mouth of the River Seine, the port city of Le Havre has been an UNESCO World Heritage site since 2005 and has a strong offshore racing heritage, having hosted the start of the biennial Transat Jacques Vabre since 1993. The Société des Regatés du Havre always extend a very warm welcome to the RORC fleet.

The Cervantes Trophy (awarded for first IRC overall) was first presented to the Club in 1972 by Bob Watson who named his host of successful boats *Cervantes*. Together with Edward Heath (*Morning Cloud*) and Arthur Slater (*Prospect of Whitby*), *Cervantes* was part of the winning British Admiral's Cup team in 1971. The current holder of the Cervantes Trophy is *Redshift*, Ed Fishwick's Farr GP42.

Photo: Alexandre Rety

Part 2 The Races – Offshore Programme – 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 14 May 2022. **First Warning Signal:** 09:20, from the RYS Cowes to the West.
HW: Portsmouth 1047 4.7m

2.3 CLASSES
IRC (>0.850), IRC Two-Handed, Class40, MOCRA Multihull over 9.15m (>1.100)

2.4 ENTRY
Entry opens at 1200 on Monday 20th December 2021

2.5 CLOSING DATE/RATING DEADLINE
Thursday 5 May 2022

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS
Category 3 plus Category 2 Liferaft, AIS Transponder and RORC Prescriptions. 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

2.14.1 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

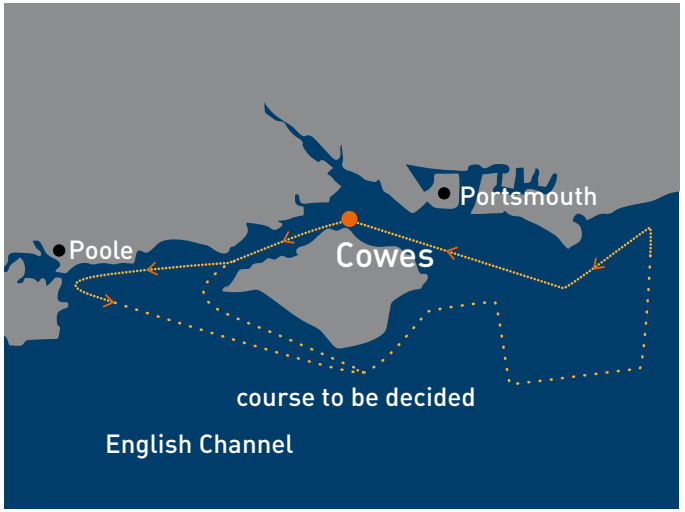
2.14.2 Prizes
IRC Zero, Two-Handed Class, Class40, Multihull.
RORC Medallions.

2.15 PRIZE GIVING
Trophies and RORC Medallions will be presented at 1800hrs on Thursday 23 June, at the Clubhouse, 20 St James's Place, London SW1A 1NN.
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 13 May 2022. Please contact the Cowes Clubhouse directly for further information.
Telephone: +44 1983 293581
Email: cowes@rorc.org



The information below does not form part of the NOR.

The De Guingand Bowl was named after E.P. de Guingand, affectionally known as 'Buster', who raced in the 1960s and 70s and was known as a 'calm, collected barrister and expert navigator'. Vice Commodore of the RORC from 1957--59, he had great influence over the Club at the time and, having raced in America, he played a big part in the amalgamation of the CCA and the RORC rules, which formed the basis of the IOR in 1969. Olin Stephens commented that Buster had been "essential to the process".

The race was initially run to varying destinations, but has evolved over the years into its current format, with the race committee designing a suitable course round marks, just before the start of the race. With this immediacy, and using the latest technology, the course proves to be imaginative and challenging, designed to last 24-36 hours.

Donated to the Club in 1964 by Buster and his wife, the De Guingand Bowl for IRC Overall was last won in 2021 by Jonathan Rolls' Swan 38 *Xara* (see his report on P71).

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

Part 2 The Races – Offshore Programme – 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 27 May 2022. **First Warning Signal:** 1130, near the entrance of Harwich Harbour.
HW: Harwich 1408 4.0m

2.3 CLASSES
IRC, IRC Two-Handed, ORC, ORC Two-Handed, Class40, MOCRA Multihull over 9.15m (>1.100)

2.4 ENTRY
Entry opens at 1200 on Monday 20th December 2021
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 1.8.

2.4.1 Entry dispensation for boats competing in the Vuurschepen Race
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 Vuurschepen Race and have been inspected.

2.5 CLOSING DATE/RATING DEADLINE
Thursday 19 May 2022

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS
Category 3 plus Category 2 liferaft with RORC Prescriptions. See NoR 1.5.7

2.7 STABILITY AND SAFETY INDICES
See NoR 1.6 Stability and Safety Indices

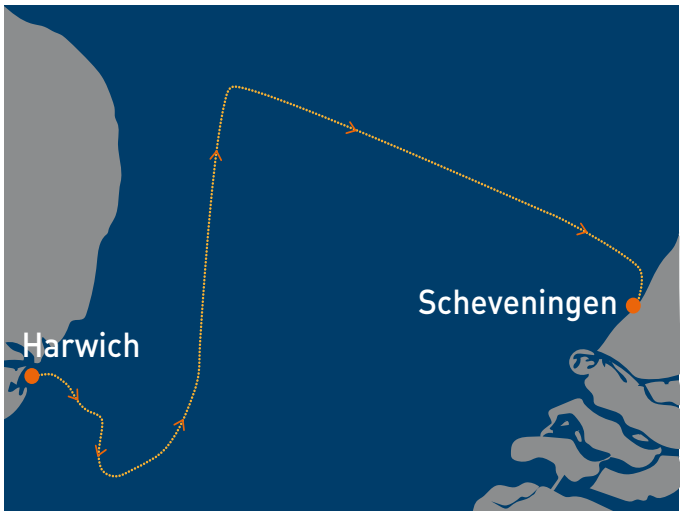
2.11 COURSE
Harwich to Scheveningen via Smith's Knoll Buoy. The full course including all other marks will be detailed in the Sailing Instructions. Approximately 180 nautical miles.

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
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.
Zwerver Cup
Lora Challenge Cup
Veerhaven Trophy

2.14.3 RORC Prizes
Class40, Multihull.
RORC Medallions.

2.15 PRIZE-GIVING
Sunday 29 May 2022, 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 (£800).

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/+44 7825 007 035
Finish: RORC Representative: c/o Yacht Club Scheveningen, Hellingweg98, 2583 WH, Scheveningen, The Netherlands.
Telephone: +31 6 53 24 44 95/+44 7825 007 035
North Sea Regatta 2022: IRC and ORC Regatta

11 May:
Vuurschepen Race, Scheveningen – Harwich
14 May:
North Sea Race (RORC), Harwich – Scheveningen
21st – 24th May: Inshore Races Scheveningen

Competitors in the Vuurschepen/Harwich Race and/or the North Sea Race and/or North Sea Regatta inshore races will be entitled to a discount of 25% of the regular mooring fees in the Yacht Club 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 6 53 24 44 95
Email: info@nsr.nl
Website: www.nsr.nl

Part 2 The Races – Offshore Programme – 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: Thursday 2 June 2022. **First Warning Signal:** 1250, RYS Cowes, to the West. **HW:** Portsmouth 1422 4.4m

2.3 CLASSES
IRC, IRC Two-Handed, Class40, Multihull.

2.4 ENTRY
Entry opens at 1200 on Monday 20th December 2021.

2.5 CLOSING DATE/RATING DEADLINE
Wednesday 25 May 2022.

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS
Category 3 plus Category 2 liferaft with RORC Prescriptions. 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 nautical miles.

2.13 SCORING
Points Factor: 1.2. See NoR 1.12

2.14 RACE PRIZES AND TROPHIES

2.14.1 Trophies

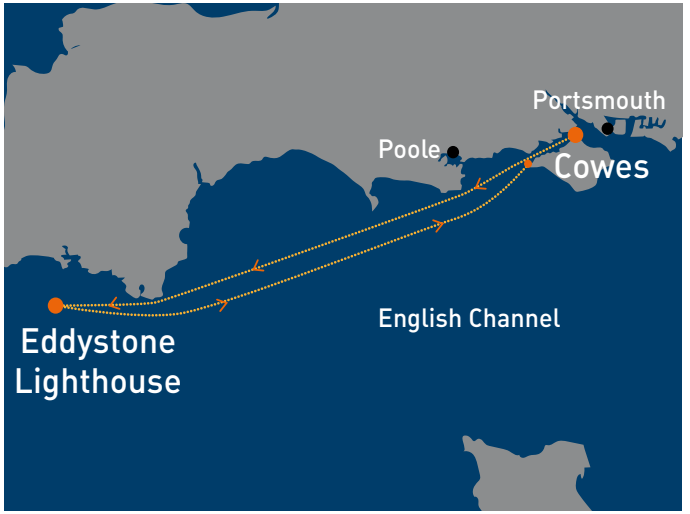
Trophy	Awarded for
Myth of Malham Cup	BCT IRC
Loujaine Cup	IRC One
Jamarella Trophy	IRC Two
Maid of Malham Cup	IRC Three
Ernest Moore Plate	IRC Four
Ville D'Hyeres Trophy	Two-Handed Class

2.14.2 Prizes
IRC Zero, Class40, Multihull; RORC Medallions.

2.15 PRIZE-GIVING
Trophies and RORC Medallions will be presented at 1800hrs on Thursday 23 June, at the Clubhouse, 20 St James's Place, London SW1A 1NN. 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 Wednesday 1 June 2022, and breakfast orders for the morning of the start on Thursday 2 June. Please contact the Cowes Clubhouse directly for further information.
Telephone : +44 1983 293581
Email : cowes@rorc.org



The information below does not form part of the NOR.

The Myth of Malham race owes its title to the trophy donated by former RORC Commodore, Captain John Illingworth in 1958, named after his iconic yacht. John Illingworth's contribution to ocean racing was immense. He competed in the first Sydney-Hobart in 1945 and it was he who suggested it should be a race. In the UK he campaigned hard on *Maid of Malham*, followed by *Myth*. Both yachts were named Malham after Malhamdale, a valley in northwest Yorkshire where he lived as a boy.

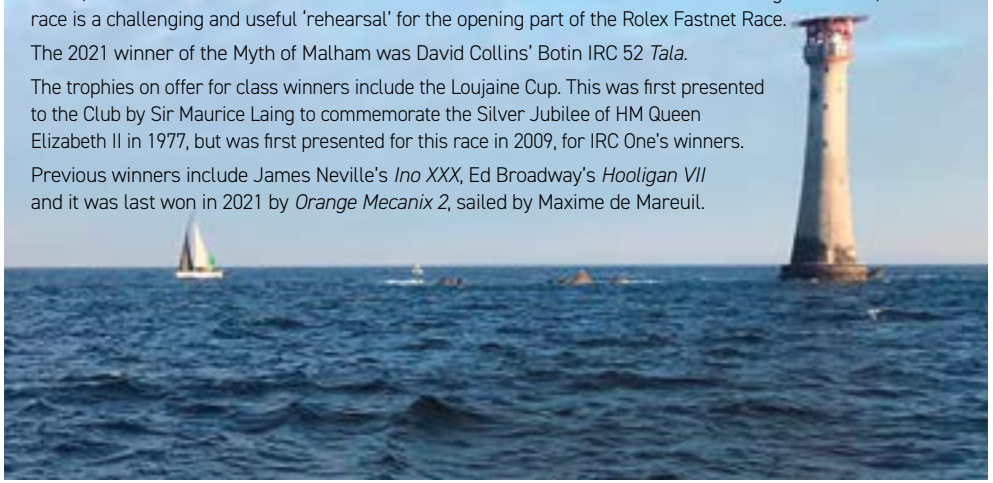
A Class II ocean racer, *Myth* showed that ocean racing for the immediate future was to be dominated by cheaper, light displacement yachts. The yacht was one of the few to win consecutive Fastnet Races.

Today the course for the Myth of Malham takes the fleet from Cowes to the Eddystone Lighthouse, south of Plymouth, before returning to the Solent. The Eddystone Lighthouse, otherwise known as Douglass' Tower, is the fourth such on the site and dates back to 1882. Given the course and its longer distance, this race is a challenging and useful 'rehearsal' for the opening part of the Rolex Fastnet Race.

The 2021 winner of the Myth of Malham was David Collins' Botin IRC 52 *Tala*.

The trophies on offer for class winners include the Loujaine Cup. This was first presented to the Club by Sir Maurice Laing to commemorate the Silver Jubilee of HM Queen Elizabeth II in 1977, but was first presented for this race in 2009, for IRC One's winners.

Previous winners include James Neville's *Ino XXX*, Ed Broadway's *Hooligan VII* and it was last won in 2021 by *Orange Mecanix 2*, sailed by Maxime de Mareuil.



Part 2 The Races – Offshore Programme – 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 Royal Dart Yacht Club.

2.2 RACE DATE
Start: Friday 17 June 2022. **First Warning Signal:** 1750, from the RYS Cowes, to the East. **HW:** Portsmouth 1435 4.7m

2.3 CLASSES
IRC, IRC Two-Handed, Class40, Multihull.

2.4 ENTRY
Entry opens at 1200 on Monday 20th December 2021.

2.5 CLOSING DATE/RATING DEADLINE
Thursday 9 June 2022.

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS
Category 3 plus Category 2 liferaft with RORC Prescriptions. 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 Dartmouth.

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 Prizes
RORC Medallions.

2.15 PRIZE-GIVING
The Morgan Cup trophies will be presented at the Royal Thames Yacht Club prize giving dinner (date TBC). RORC Medallions will be presented at 1800hrs on Thursday 23 June, at the Clubhouse, 20 St James's Place, London SW1A 1NN. All crews welcome.

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

Race Office
Finish: RORC Representative, Royal Dart Yacht Club, Priory St, Kingswear, Dartmouth TQ6 0AB
Telephone: +44 1803 752496

The information below does not form part of the NOR.

The Morgan Cup trophy has a long and illustrious history. The Cup was presented to the Royal Thames Yacht Club (RTYC) in 1929 by famous American bankers John and Junius Morgan, both members of the RTYC, the New York Yacht Club and the Circle de la Voile, Paris. It was first raced for in that year and, excluding WWII, every subsequent year. Reports show that there was co-operation between the RYTC and the RORC as early as the 1930s. During the 1950s it became a jointly run event featured in the RORC programme.

Today the race is organised by the RORC in association with the RTYC. Scores go towards our Season's Points Championship, however the ownership of the trophies remains with the RTYC.

After an eastward exit from the Solent and a tricky, potential beat around the south side of the Isle of Wight, the race this year will again return to finish in the popular harbour of Dartmouth. In 2021, the race was the first of the Club's 'offshore destination races' to be held since the start of the pandemic. The race has finished in multiple locations over the years, including Dieppe, St Peter Port, Guernsey and Dartmouth. In 2021 Dartmouth proved a great hit with competitors, with its picturesque town, situated at the mouth of the River Dart, one of South Devon's most enchanting spots.

Returning in 2022, competitors can also look forward to the renowned hospitality of the Royal Dart Yacht Club, located opposite Dartmouth, in Kingswear.

Photo: RORC/Rick Tomlinson/www.rick-tomlinson.com

Part 2 The Races – Offshore Programme – SSE Renewables Round Ireland Race

For information only. See event Notice of Race at **https://roundireland.ie**

ORGANISING AUTHORITY
Organised by Wicklow Sailing Club and the Royal Irish Yacht Club in association with the Royal Ocean Racing Club.

RACE DATE
Saturday 18 June 2022

COURSE
Wicklow – Wicklow

DISTANCE
704 miles

CLASSES
IRC (>9.15m), IRC Two-Handed, Class40, MOCRA Multihull (>9.00m)

WORLD SAILING SPECIAL REGULATIONS
Category 2

Photo: roundireland.ie

The SSE Renewables Round Ireland Yacht Race is the Emerald Isle's premier offshore event, held biennially since 1980. It comprises a 704 mile course, starting and finishing at Dun Laoghaire, Wicklow, leaving Ireland and all its islands to starboard.

As a Category 2 race, the Round Ireland sports a range of conditions as competitors circumnavigate: from the dash down the Irish Sea, round Tuskar into the Celtic Sea, before the west coast rollercoaster up to Rathlin Island, and finally dropping back into the Irish Sea to finish.

Raced under IRC, the Two-Handed class was introduced in 2004, while in 2016 multihulls were permitted, sailing under MOCRA rules, with Class40s competing since 2018.

The current monohull record is held by George David's *Rambler 88*, completed in 50 hours 24 minutes 9 seconds in 2016. In the same year the multihull record time was set by the Sultanate of Oman's flagship MOD70 trimaran *Musandam-Oman Sail* at 38 hours 37 minutes 7 seconds.

Part 2 The Races – Offshore Programme – La Trinité to Cowes Race

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

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

RACE DATE
Sunday 3 July 2022

COURSE
La Trinité-sur-Mer – Cowes

DISTANCE
350 miles

CLASSES
IRC (>0.850), IRC Two-Handed, Class40, MOCRA Multihull over 9.15m (>1.100)

WORLD SAILING SPECIAL REGULATIONS
Category 3 plus Category 2 Liferaft, AIS Transponder and RORC Prescriptions

Introduced into the programme in 2018, the La Trinité – Cowes by Actual race is organised in association with the RORC by the Société Nautique de la Trinité-sur-Mer (SNT), whose local organiser is Yves le Blevec, the well-known skipper of the Ultime trimaran *Actual*.

The race was originally established as a feeder for the large race boat population of southern Brittany whose owners wished to take part in the Cowes-Dinard-St Malo. Due to the popularity of the race, it has been run ever since and now forms part of the Season's Points Championship.

Ironically this feeder race represents an even greater challenge than the race it feeds. The 350 mile course sees boats exiting the Baie de Quiberon and shaving the tip of the Quiberon peninsula, before heading northwest up Brittany's Atlantic coast. Along the way competitors are obliged to tackle the notorious tidal gates such as Pointe Penmarc'h and the Raz de Sein.

Depending upon the state of the tide when they arrive, they then face the choice of going up through the tricky rock-strewn channel between Ushant and the mainland, or the longer course around Ushant's seaward side, where they can meet the full brunt of the Atlantic. Afterwards, there is the comparatively straightforward northeasterly passage across the Channel to Cowes, albeit avoiding the Casquets traffic separation scheme.

A post-race dinner and prize-giving will take place at the RORC Cowes Clubhouse on Thursday 7 July, just prior to the start of the Cowes-Dinard-St Malo.

In 2021, due to the ongoing restrictions and lockdowns, the course concluded in Cherbourg, but this year will be returning to Cowes as usual. Last year's race was won overall by RORC Vice Commodore Eric de Turckheim's NMYD 54 *Teasing Machine*.

Entry can be made via the Société Nautique de la Trinité-sur-Mer.

Part 2 The Races – Offshore Programme – 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 8 July 2022. **First Warning Signal:** 0750, RYS Cowes, to the West. **HW:** Portsmouth 0636 4.0m

2.3 CLASSES
IRC, IRC Two-Handed, Class40, Multihull.

2.4 ENTRY
Entry opens at 1200 on Monday 20th December 2021.
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
Thursday 30 June 2022.

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS
Category 3 plus Category 2 liferaft with RORC Prescriptions. 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 u25
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 PRIZE-GIVING
Sunday 10 July 2022 at 1000 (local time), at the Société Nautique de la Baie de St. Malo. RORC medallions will be presented at 1800 hrs on Thursday 22 September at the at the Clubhouse, 20 St James's Place, London SW1A 1NN. 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 7 July 2022, Please contact the Cowes Clubhouse directly for further information.
Telephone: +44 1983 293581
Email: cowes@rorc.org

Race Office
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.

Part 2 The Races – Offshore Programme – 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 Royal Corinthian Yacht Club and the Royal Ocean Racing Club

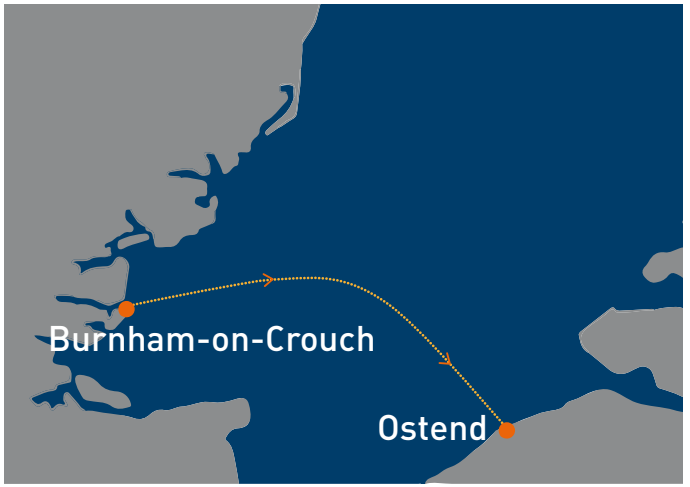
RACE DATE
Start: Saturday 9 July 2022

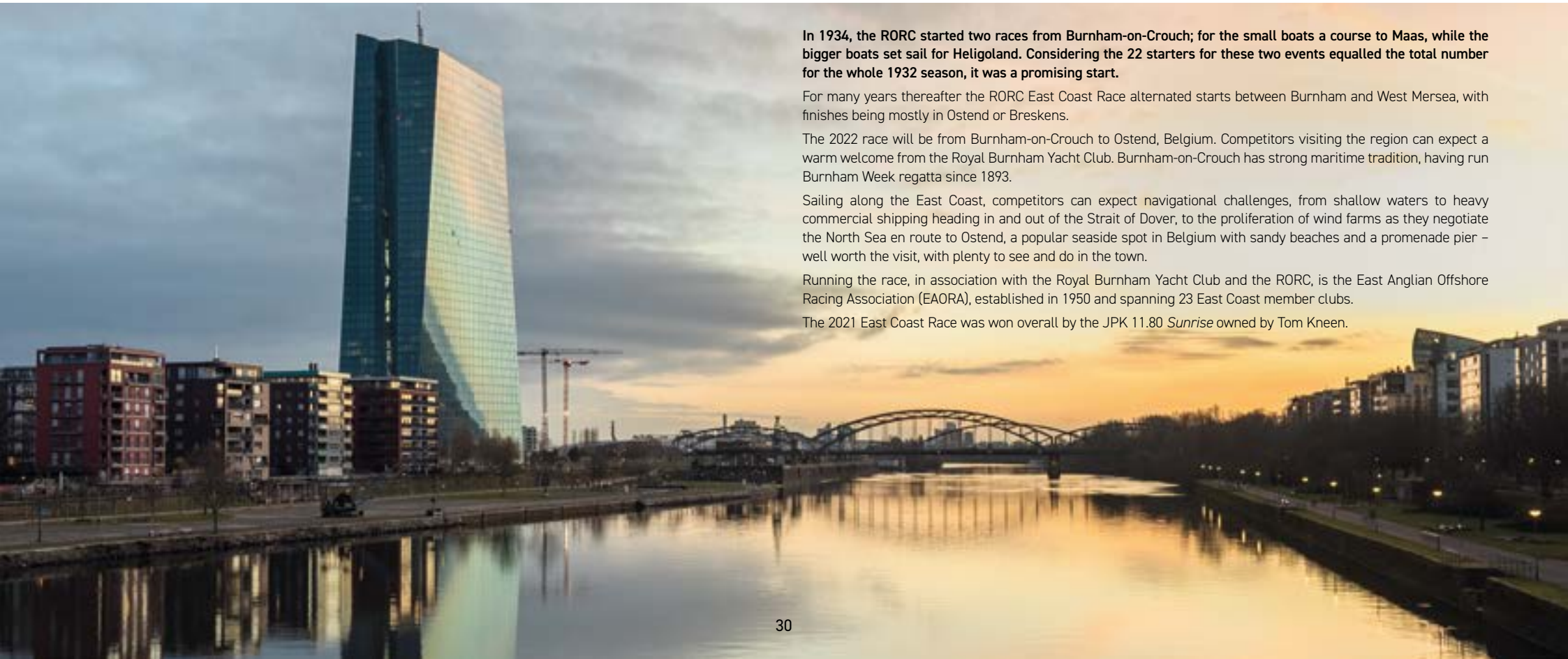
COURSE
Burnham on Crouch to Ostend.

DISTANCE
100 miles

CLASSES
IRC (>1.004), IRC Two-Handed, Class40, MOCRA Multihull over 9.15m (>1.100)

WORLD SAILING SPECIAL REGULATIONS
Category 3 plus Category 2 Liferaft, EPIRB, AIS Transponder and RORC Prescriptions





In 1934, the RORC started two races from Burnham-on-Crouch; for the small boats a course to Maas, while the bigger boats set sail for Heligoland. Considering the 22 starters for these two events equalled the total number for the whole 1932 season, it was a promising start.

For many years thereafter the RORC East Coast Race alternated starts between Burnham and West Mersea, with finishes being mostly in Ostend or Breskens.

The 2022 race will be from Burnham-on-Crouch to Ostend, Belgium. Competitors visiting the region can expect a warm welcome from the Royal Burnham Yacht Club. Burnham-on-Crouch has strong maritime tradition, having run Burnham Week regatta since 1893.

Sailing along the East Coast, competitors can expect navigational challenges, from shallow waters to heavy commercial shipping heading in and out of the Strait of Dover, to the proliferation of wind farms as they negotiate the North Sea en route to Ostend, a popular seaside spot in Belgium with sandy beaches and a promenade pier – well worth the visit, with plenty to see and do in the town.

Running the race, in association with the Royal Burnham Yacht Club and the RORC, is the East Anglian Offshore Racing Association (EAORA), established in 1950 and spanning 23 East Coast member clubs.

The 2021 East Coast Race was won overall by the JPK 11.80 *Sunrise* owned by Tom Kneen.

Part 2 The Races – Offshore Programme – RORC Baltic Sea Race

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

ORGANISING AUTHORITY
Royal Ocean Racing Club in association with the Ocean Racing Alliance and its partners.

RACE DATE
Start: Thursday 21 July 2022

COURSE
Helsinki - round Gotland - Helsinki.

DISTANCE
635 miles

CLASSES
IRC (>0.900), IRC Two-Handed, Class40, FINRATING, FINRATING Two-Handed, MOCRA Multihull over 9.15m (>1.100)

RORC SEASON'S POINTS CHAMPIONSHIP
The Baltic Sea Race is part of the RORC Season's Points Championship – Points Factor 1.4. See this NoR 1.1 & 1.12.

WORLD SAILING SPECIAL REGULATIONS
Category 3.

RORC
BALTIC SEA RACE

The RORC, together with the Ocean Racing Alliance (ORA) are delighted to announce a new offshore race taking place for the first time in 2022 - the RORC Baltic Sea Race.

The race will start and finish off Helsinki in the Gulf of Finland, with a course principally rounding the Swedish island of Gotland, located approximately 250 miles southwest of Helsinki.

Racing across the Baltic Sea in July is magical, with daylight and twilight perpetuating 20 hours a day. With over 5,000 miles of coastline, nine countries border the Baltic Sea, all with profound seafaring tradition and racing history. Joining the international roster of 600 mile offshore races, it is certain to attract entries from across the Baltic, as well as from further afield, all keen to be part of the new event as well as to compete under IRC. It is hoped it rises in popularity as rapidly as the RORC Caribbean 600, to become one of the classic 600 mile events, like the Rolex Fastnet Race.

As if this was not enticing enough, completion of the RORC Baltic Sea Race will not only provide competitors with the opportunity of joining the RORC as an Ocean Racing Member, but also gives boats automatic qualification and a guaranteed place in the next Rolex Fastnet Race when entry for it opens in January 2023.

The race is being supported by the City of Helsinki, the Nyländska Jaktklubben (NJK), Finnish Ocean Racing Association (FORA), Helsingfors Segelklubb (HSK), FINIRC and the Xtra Stærk Ocean Racing Society, plus local class association Finnish Offshore Racing Association (AMP), working together with other offshore class associations in surrounding Baltic Sea countries to promote the race.

Entries will open on Monday 20 December 2021 with a closing date and rating deadline of Thursday 13 July 2022.

Part 2 The Races – Offshore Programme – 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 23 July 2022. **First Warning Signal:** 0750, RYS Cowes, to the West. **HW:** Portsmouth 0805 3.8m

2.3 CLASSES
IRC, IRC Two-Handed, Class40, Multihull.

2.4 ENTRY
Entry opens at 1200 on Monday 20 December 2021.

2.5 CLOSING DATE/RATING DEADLINE
Thursday 14 July.

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS
Category 3 plus Category 2 liferaft with RORC Prescriptions. 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. Distance: 110-160 miles.

2.13 SCORING
Points Factor: 1.00. See NoR 1.12.

2.14 RACE PRIZES AND TROPHIES

2.14.1 Trophies

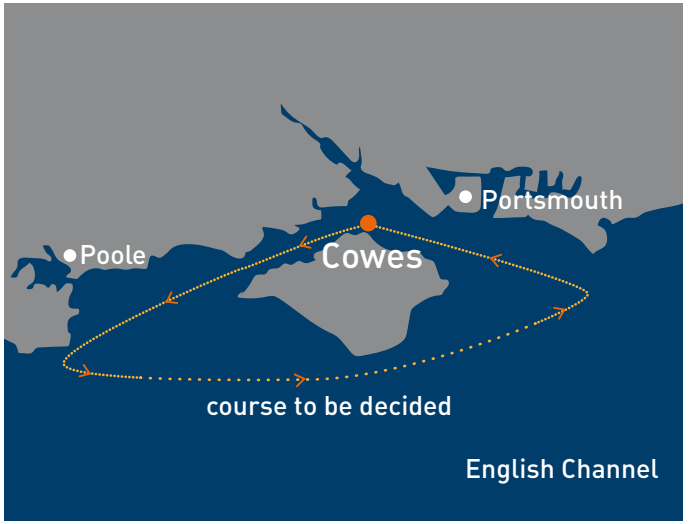
Trophy	Awarded for
Channel Challenge Cup	BCT IRC
Stetson Plate	IRC One
Royal Albert Yacht Club Trophy	IRC Two
Royal Albert Yacht Club Trophy	IRC Three
Royal Albert Yacht Club Trophy	IRC Four
Assegai Bowl	Two-Handed Class
Hugh Astor Trophy	1st Yacht Home
Inter Service Trophy	Service Yacht with BCT

2.14.2 RORC Prizes
IRC Zero, Class40, Multihull, RORC Medallions.

2.15 PRIZE-GIVING
Trophies and RORC medallions will be presented at 1800 hrs on Thursday 22 September at the at the Clubhouse, 20 St James's Place, London SW1A 1NN. 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 Friday 22 July 2022, and breakfast orders for the morning of the start on Saturday 23 July 2022. Please contact the Cowes Clubhouse directly for further information.
Telephone: +44 1983 293581
Email: cowes@rorc.org



The information below does not form part of the NOR.

The first Channel Race took place in 1928 with just 12 entries, including the Club's first German entry – *Mona Lisa*, sailed by J H Molzier. At the time, the Fastnet Race was known as the Ocean Race and so the new Channel Race gained the name of the Junior Ocean Race.

The race has never been a destination race, but always a designed course, originally running from Cowes to Royal Sovereign light vessel, round Cherbourg breakwater and back to Cowes via the Nab Tower, with a distance of some 251 miles. It was designed for smaller boats with a minimum LWL of 27ft (those entering the Fastnet Race at the time had to exceed 35ft, but not exceed 60ft).

Winner of the first race was *Penboch*, owned by Robert Somerset, a 34ft cutter built at St Servan in Brittany in 1901. Somerset himself went on to be Commodore from 1951-2. Thus the Channel Race has been a regular, long-standing fixture in the RORC programme and has, over the years even formed part of the Admiral's Cup, as well as the Commodores' Cup.

Part 2 The Races – Offshore Programme – Sevenstar Round Britain and Ireland Race

For information only. See event Notice of Race at **www. http://roundbritainandireland.rorc.org/**

ORGANISING AUTHORITY
Organised by the Royal Ocean Racing Club.

RACE DATE
Start: Sunday 7 August 2022

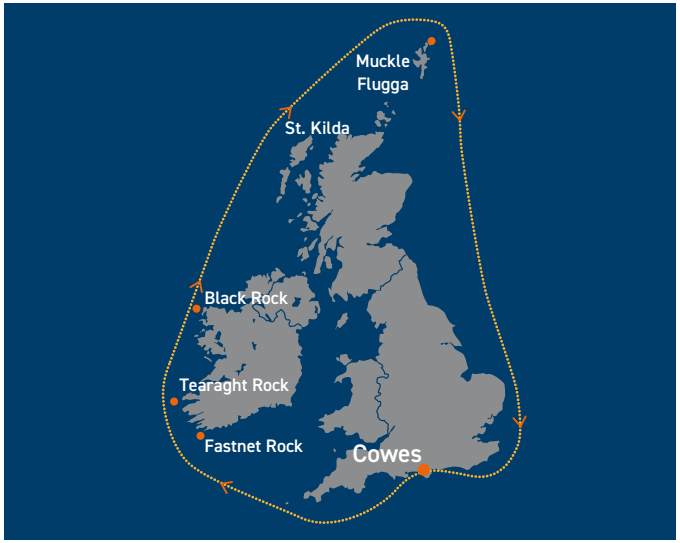
COURSE
Round Britain and Ireland and all UK Islands.

DISTANCE
1,805 miles

CLASSES
IRC (>0.850), IRC Two-Handed, Class40, MOCRA Multihull over 9.15m (>1.200)

RORC SEASON'S POINTS CHAMPIONSHIP
The Sevenstar Round Britain and Ireland Race is part of the RORC Season's Points Championship – Points Factor 1.5. See this NoR 1.1 & 1.12.

WORLD SAILING SPECIAL REGULATIONS
Category 1 and RORC Prescriptions.



First organised by the RORC in 1976, the Sevenstar Round Britain and Ireland Race is a yacht race of truly epic proportions, and, being held every four years, the opportunity does not come round that often to take part in it.

At 1,805 miles, it is almost three times longer than the Rolex Fastnet Race, the course sending the competing teams around a myriad of headlands requiring differing tidal strategies. Coupled with the notorious British and Irish weather, the Sevenstar Round Britain and Ireland Race is arguably one of the toughest pro-am races in the world. Every team that completes the challenge rightly deserves the admiration of any offshore sailor.

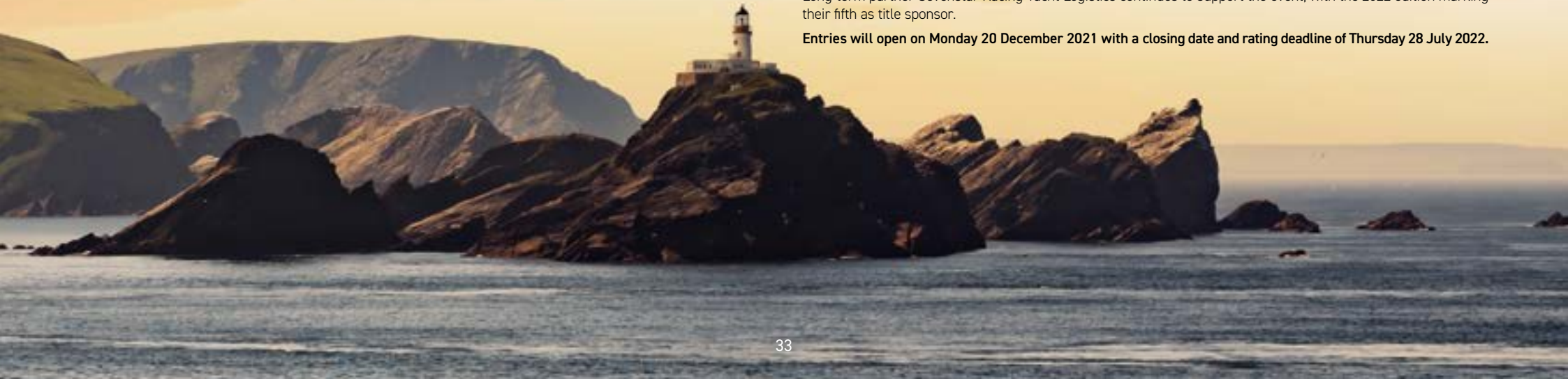
After a momentous start at the Royal Yacht Squadron line, the fleet races through the Solent and beyond, past the famous headlands of southwest England. Past Land's End, the fleet pushes into the Celtic Sea, past the Fastnet Rock and Mizen Head and up to the wild West Coast of Ireland. The Atlantic racing continues past St Kilda, up to the most northerly point of the course, Muckle Flugga at 61°N. Then, turning south through the North Sea, where the fleet will have to navigate its way around shallows, wind farms and numerous oil and gas platforms, before passing through the Strait of Dover and on to the finish, where a warm welcome awaits at the RORC Cowes Clubhouse.

The overall winner of the Sevenstar Round Britain and Ireland Race in 2018, decided by IRC corrected time, was Giles Redpath's Lombard 46 *Pata Negra*. Crew member Antoine Magre will be racing again in 2022 on *Palanad III*, one of several Class40 teams expected for this race, although *Palanad III*, as both the 2021 Rolex Fastnet Race Class40 champion and overall winner of the 2021 RORC Transatlantic Race, will be the one to beat.

The outright race record was set in 2014 by *Musandam -Oman Sail*. Skippered by Sidney Gavignet, the MOD70 finished the race in an elapsed time of 3 days 3 hours 32 minutes 36 seconds, sailing at an astonishing average speed of 23.48 knots. In the same year, Abu Dhabi Ocean Racing's VO65 *Azzam*, skippered by Ian Walker, set the monohull race record of 4 days 13 hours 10 minutes 28 seconds. Both will be difficult to beat.

Long-term partner Sevenstar Racing Yacht Logistics continues to support the event, with the 2022 edition marking their fifth as title sponsor.

Entries will open on Monday 20 December 2021 with a closing date and rating deadline of Thursday 28 July 2022.



Part 2 The Races – Offshore Programme – Cherbourg Race

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

2.2 RACE DATE
Start: Friday 2nd September 2022. **First Warning Signal:** 1750, RYS Cowes, to the West. **HW:** Portsmouth 1607 4.4m

2.3 CLASSES
IRC, IRC Two-Handed, Class40, Multihull.

2.4 ENTRY
Entry opens at 1200 on Monday 20 December 2021.

2.5 CLOSING DATE/RATING DEADLINE
Thursday 25 August.

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS
Category 3 plus Category 2 liferaft with RORC Prescriptions. 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 12 and 18 hours. The race area will be defined in the Sailing Instructions. Distance: 75 miles.

2.13 SCORING
Points Factor: 1.00. See NoR 1.12.

2.14 RACE PRIZES AND TROPHIES

2.14.1 Trophies

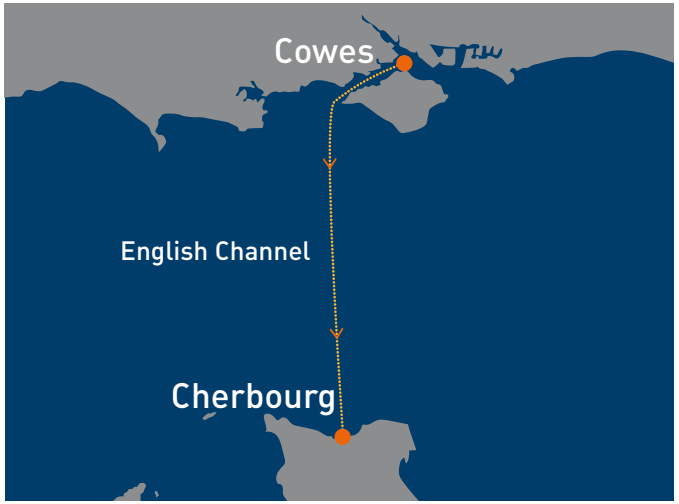
Trophy	Awarded for
Cherbourg Trophy	IRC Overall
Quailo Cup	IRC One
Trophée des Deux Manches	IRC Two
Yacht Club de France Trophy	IRC Three
Jolie Brise Trophy	IRC Four
RORC Trophy	Two-Handed Class

2.14.2 RORC Prizes
IRC Zero, Class40, Multihull, RORC Medallions.

2.15 PRIZE-GIVING
The Cherbourg Race Prizegiving will be held in the Yacht Club de Cherbourg 1300 (local time) Saturday 3 September 2022. RORC medallions will be presented at 1800 hrs on Thursday 22 September at the at the Clubhouse, 20 St James's Place, London SW1A 1NN. 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 1 September 2022, and breakfast orders for the morning of the start on Friday 2nd September 2022. Please contact the Cowes Clubhouse directly for further information.
Telephone: +44 1983 293581
Email: cowes@rorc.org



The information below does not form part of the NOR.

While the RORC has a long history of finishing races in Cherbourg, the modern Cherbourg Race was conceived in the 1980s after the Committee requested a short, sharp dash across the Channel, with an end of season party at the Yacht Club de Cherbourg. Understandably the race was nicknamed 'the wine run'.

In 2021, due to the Rolex Fastnet Race finishing in Cherbourg, it was decided to replace the Cherbourg Race with the Castle Rock Race on a designed course. So 2022 will see a welcome return of a traditional course. As ever, coming at the end of the season it will be crucial for making a final impression on the RORC Season's Points Championship.

With a first warning signal at 17:50, the race sets off from the Royal Yacht Squadron line, heading west out of the Solent and then directly across the Channel to Cherbourg. Here a prize-giving and end of season party will take place on Saturday afternoon at the Yacht Club de Cherbourg.

Photo: Jean-Michel Enault

Part 2 The Races – Offshore Programme – 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: TBC

The Raja Muda Selangor International Regatta is a challenging annual sailing event organised by the Royal Selangor Yacht Club in conjunction with the Royal Ocean Racing Club. It consists of 3 overnight passage races, 260 miles in total, plus three days of harbour racing around the tropical islands of Penang and Langkawi.

The regatta attracts a large variety of yachts, from top IRC racers to classic cruisers dating back more than 100 years. With regatta dinners throughout the week and a Rickshaw Race in Penang, there are lots of opportunities to socialise.

Photo: www.rmsir.com

RORC Easter Challenge

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

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

RACE DATE
Friday 15 – Sunday 17 April 2022

ENTRY
Entry opens at 1200 on Monday 20 December 2021

SPECIAL REGULATIONS
Appendix B Inshore Racing with VHF

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 post-race 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.

A selection of courses and wind angles presents a perfect opportunity to improve your racing. Combined with the popular debriefs after each day's racing at the RORC Cowes Clubhouse and the unique prizes of Easter eggs, the RORC Easter Challenge is the perfect way to tune up for the upcoming season.

Vice Admiral's Cup

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

ORGANISING AUTHORITY
Royal Ocean Racing Club.

RACE DATE
Friday 20 – Sunday 22 May 2022

ENTRY
Entry opens at 1200 on Monday 20 December 2021

SPECIAL REGULATIONS
Appendix B Inshore Racing with VHF

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 2022 are Performance 40, J/111, Cape 31, J/109, J/70, HP30, SB20 and Quarter Ton.

Photo: RORC/Rick Tomlinson/www.rick-tomlinson.com

Part 2 The Races – 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 10th - Sunday 12 June 2022.

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,

ENTRY
Entry opens at 1200 on Monday 20 December 2021

CLOSING DATE/RATING DEADLINE
Thursday 2 June 2022

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
Berthing will not be provided. Boats wishing to berth in Cowes need to make their own arrangements. 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 11th June 2022. 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 12 June 2022 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

This annual championship brings together the cream of IRC endorsed yachts, competing in tightly banded classes for three days of racing on the Solent. IRC's unique formula allows an overall winner to come from any class, giving the smaller yachts as much chance as the grand prix racers to claim the title, if sailed well. Defending champion is Stuart Sawyer's J/122 *Black Dog* from 2021. This prize is one of the most hard-fought in the UK calendar.

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

J-Cup

For information only. See event Notice of Race at
http://www.rorc.org/events/racing-events-2022/j-cup-2022

Three days of racing for all types of J Boats.

ORGANISING AUTHORITY
Royal Ocean Racing Club by kind invitation of Key Yachting.

RACE DATE
Thursday 30 June – Saturday 2July 2022

Hosted by Key Yachting, the J-Cup is an annual regatta held exclusively for yachts of the J/Boats brand, with all models invited to compete, no matter the experience or ability of the crew. Three days of exciting and competitive racing, coupled with lively shoreside entertainment, make the J-Cup a must-do event. Additionally this year, the J/70 National Championship will also take place during the event.

At the final prize-giving party, to be held at the RORC Cowes Clubhouse, there will be a fabulous set of prizes on offer provided by numerous sponsors, and these will not just go to the class winners!

Photo: Paul Wyeth/www.pwpictures.com

Half Ton Classics Cup

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

A week of racing for these ever-popular half tonners, including a race around the Isle of Wight.

ORGANISING AUTHORITY
Royal Ocean Racing Club.

RACE DATE
Sunday 14 – Friday 19 August 2022

When the class was revived in 2003, the Half Ton Classics Cup came into being, the fleet split into 'Modern' and 'Vintage' Half Tonners, with one overall ranking to designate the overall winner under IRC. With the majority of these yachts based in Ireland or Europe, COVID restrictions have meant that 2022 will at long last see the fleet reunited for a busy race programme over five days in Cowes, including a race around the Isle of Wight. Coupled with its legendary social events, such as the odd fancy dress party, the RORC Cowes Clubhouse will be the base for an unforgettable week of sailing.

Photo: Pit de Jonqe

Part 2 The Races – Inshore Programme – IRC Double Handed National Championship

With the event now firmly established in the doublehanded programme, this looks set to be a competitive regatta for the growing class of shorthanded sailors. Four inshore races with sensible leg lengths, testing all angles of sailing, will give the fleet a tiring but rewarding weekend, with a dinner hosted at the RORC Cowes Clubhouse on the Saturday evening for all competitors. We hope to see some lower rated boats in 2022 and, if numbers allow, fleets will be split and an overall winner calculated using the proven IRC Nationals formula.

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

ORGANISING AUTHORITY
Organised by the Royal Ocean Racing Club.

RACE DATE
Saturday 10 – Sunday 11 September 2022

CLASSES
IRC

ENTRY
Entry opens at 1200 on Monday 20 December 2021

CLOSING DATE/RATING DEADLINE
Thursday 1 September

WORLD SAILING SPECIAL REGULATIONS
Inshore Races: Appendix B Inshore Racing plus VHF Radio.

STABILITY AND SAFETY INDICES
See NoR 1.6 Stability and Safety Indices.

COURSE
Around fixed or laid marks in the Solent.

SCORING
A maximum of four races will be held. Scoring will be in accordance with Appendix A of the Racing Rules of Sailing.

RACE PRIZES AND TROPHIES
Prizes will be awarded in accordance with NoR 1.13

PRIZE-GIVING
The prize-giving will be on Sunday 11 September 2022 at RORC, Cowes Clubhouse. Target time 16:00.

NOTICES TO COMPETITORS

RORC Cowes Clubhouse
Dinner reservations can be made with the Cowes Clubhouse for the evenings of Friday 9 and Saturday 10 September 2022. Please contact the Cowes Clubhouse directly for further information.
Telephone: +44 1983 293581
Email: cowes@rorc.org

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

CHERBOURG-EN-COTENTIN LOOKS FORWARD TO WELCOMING YOU IN 2023

CHERBOURG en Cotentin

leCotentin
COMMUNAUTÉ D'AGGLOMÉRATION

LA MANCHE
LE DÉPARTEMENT

RÉGION
NORMANDIE

World Sailing Special Regulations

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
- encourage new offshore racing yachts (OSR Cat 0, 1 & 2) constructed after 2022, to produce at least 20% of their power requirements using renewable energy sources whilst racing

Published by World Sailing Ltd.

Version 0.4 - 18 November 2021

World Sailing

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

Photo: RORC/James Tomlinson/www.rick-tomlinson.com

APPENDIX 1 WORLD SAILING OFFSHORE SPECIAL REGULATIONS AND RORC PRESCRIPTIONS

JANUARY 2022 - DECEMBER 2023

Version 0.4 - 18 November 2021

Copyright

When reprinting these regulations National Authorities and Race Organizers should :-

- request copyright permission from World Sailing and ORC Ltd (normally given free of charge)
- display a copyright acknowledgement with the reprint (similar to © ORC Ltd. 2002, amendments 2003-2022 © World Sailing Limited)
- 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 2022

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.

Administration

The Offshore Special Regulation are administered by the World Sailing Special Regulation Sub-Committee whose terms of reference are as follows: (www.sailing.org/regulations)
World Sailing Regulation 6.9.8.3 - The Special Regulations Sub-Committee shall:
(a) be responsible for the maintenance, revision and changes to the World Sailing Offshore Special Regulations governing offshore racing, under licence from ORC Ltd. Such changes shall be biennial with revised editions published in January of each even year, except that matters of an urgent nature affecting safety may be dealt with by changes to the Regulations on a shorter time scale;
(b) monitor developments in offshore racing relative to the standards of safety and seaworthiness.
Any queries please E-Mail: technical@sailing.org

	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 3 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 - APPLICATION & GENERAL REQUIREMENTS

2.01 Categories of Events

** Organizing Authorities shall select from one of the following categories and may modify the OSR to suit local conditions.

2.01.1 **Category 0**

MoMu0 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.

2.01.2 **Category 1**

MoMu1 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.

2.01.3 **Category 2**

MoMu2 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.

2.01.4 **Category 3**

MoMu3 Races across open water, most of which is relatively protected or close to shorelines.

2.01.5 **Category 4**

MoMu4 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) if it has an expiry date, it will not have exceeded its expiry date whilst racing

** d) when not in use be stowed in conditions in which deterioration is minimised

** e) be readily accessible

f) 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 - STRUCTURAL 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 (not applicable to boats with free-standing masts).

** 3.01.3 The forestay referenced above shall be sized and connected in a way that ensures it is capable of withstanding the full sailing loads independent of any headsail luff load capacity.

3.02 Watertight and Structural Integrity of a Boat

Amended February 2022, please see website for details.

** 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.

Mo0,1,2,3 3.02.2 Effective 1 January 2022: Structural Inspection - Consult the owner's manual for any instructions for keel bolt checking and re-tightening. The following inspection to be conducted by a qualified person externally with the boat out of the water. Check that there are no visible stress cracks particularly around the keel, hull/keel attachment, hull appendages and other stress points, inside the hull, backing plates, bolting arrangements and keel floors. (See Appendix L - Model Keel and Rudder Inspection Procedure).

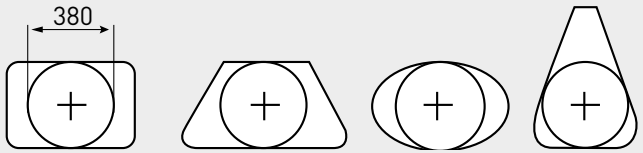
Mo0,1,2,3 3.02.3 Effective 1 January 2022: Evidence of a structural inspection in accordance with 3.02.2 within 24 months before the start of the race or after a grounding whichever is the later.

Mo0,1,2,3 3.02.4 Effective 1 January 2022: Inspection after Grounding – an appropriately qualified person shall conduct an internal and external inspection after each unintentional grounding.

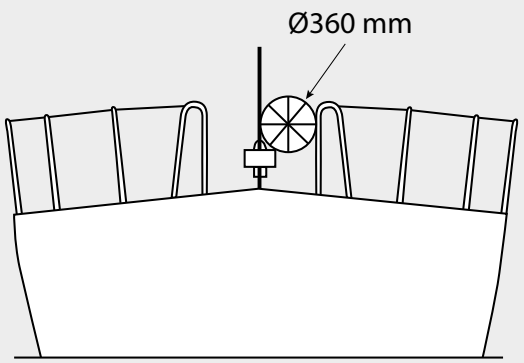
3.03 Hull Construction Standards (Scantlings)

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
Mo0		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
Mo0	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:
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 m² (1.9 ft²) (see figure 1)
Mo0,1,2,3,4			
			Figure 1 - Measurements of Minimum Clear Opening
	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 MoMu0,1		a)	primary launch before April 1992: 6% (LWL x maximum beam x freeboard abreast the cockpit)
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
Mo0	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
Mo0	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.
	3.14		**Pulpits, Stanchions, Lifelines**
**	3.14.1		The perimeter of the deck surrounded by system of lifelines and pulpits as follows:
**		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:
**			i) upper: 600 mm (24")
**			ii) intermediate: 230 mm (9")
**			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")
MoMu3,4			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")
**			
			Figure 2 - Diagram Showing Pulpit Opening
**		h)	Lifelines may terminate at or pass through adequately braced stanchions set inside and overlapping the bow pulpit
**		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:
Mo4,Mu**	**3.14.6**	a)	i) stranded stainless steel wire
	3.14.6	a)	ii) HMPE
**	**3.14.6**	b)	The minimum diameter is specified in table 8 below
**	**3.14.6**	c)	Stainless steel lifelines shall be uncoated and used without close-fitting sleeving, however, temporary sleeving may be fitted provided it is regularly removed for inspection
**	**3.14.6**	d)	A lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm (4"). This lanyard shall be replaced annually
**	**3.14.6**	e)	All components of the lifeline enclosure system shall have a breaking strength no less than the lifeline
Mo4,Mu**	**3.14.6**	f)	When HMPE is used, it shall be protected from chafe and spliced in accordance with the manufacturer's recommended procedures
	3.15		**Multihull Nets or Trampolines**
Mu0,1,2,3,4	**3.15.1**		The words "net" and "trampoline" are interchangeable. A net shall be:
Mu0,1,2,3,4	**3.15.1**	a)	essentially horizontal
Mu0,1,2,3,4	**3.15.1**	b)	made from durable woven webbing, water permeable fabric, or mesh with openings not larger than 5 cm (2") in any dimension. Attachment points shall be planned to avoid chafe. The junction between a net and a boat shall present no risk of foot trapping
Mu0,1,2,3,4	**3.15.1**	c)	solidly fixed at regular intervals on transverse and longitudinal support lines and shall be fine-stitched to a bolt rope
Mu0,1,2,3,4	**3.15.1**	d)	able to carry the full weight of the crew either in normal working conditions at sea or in case of capsize when the boat is inverted
	3.15.2		**Trimarans with Double Crossbeams**
	3.15.2		A trimaran with double crossbeams shall have nets on each side covering:-
Mu0,1,2,3,4	**3.15.2**	a)	the area formed by the crossbeams, central hull and outriggers
	3.15.2	b)	the triangles formed by the aft end of the central pulpit, the mid-point of each forward crossbeam, and the intersection of the crossbeam and the central hull
	3.15.2	c)	the triangles formed by the aftermost part of the cockpit or steering position (whichever is furthest aft), the mid-point of each after crossbeam, and the intersection of the crossbeam and the central hull; except that:-
	3.15.2	d)	OSR 3.15.2(c) is not a requirement when cockpit coamings and/or lifelines are present which comply with the minimum height requirements in OSR 3.14
	3.15.3		**Trimarans with Single Crossbeams**
Mu0,1,2,3,4			A trimaran with a single crossbeam shall have nets between the central hull and each outrigger on each side between two straight lines from the intersection of the crossbeam and the outrigger, respectively to the aft end of the pulpit on the central hull, and to the aftermost point of the cockpit or steering position on the central hull (whichever is furthest aft)
	3.16		**Catamarans**
Mu0,1,2,3,4	**3.16**		A catamaran shall have nets covering the area defined:
Mu0,1,2,3,4	**3.16**	a)	laterally by the hulls; and
Mu0,1,2,3,4	**3.16**	b)	longitudinally by transverse stations through the forestay base, and the aftermost point of the boom lying fore and aft. However, a catamaran with a central nacelle (non-immersed) may satisfy the regulations for a trimaran

	3.17		**Toe Rail or Foot - Stop**
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**
MoMu0	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)
MoMu0	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
MoMu0	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)	A minimum of two halyards, each capable of hoisting a sail, on each mast
MoMu0,1,2,3	3.25	b)	No halyard shall be locked, lashed or otherwise secured to the mast in a way that requires a person to go aloft in order to lower a sail in a controlled manner, except for a headsail in use with a furling device
	3.26		**Bow Fairlead**
Mo0	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		that conform to the International Regulations for Preventing Collisions at Sea (Part C and Technical Annex I) and shall be exhibited as required by those regulations
**	3.27.2		mounted above sheerline and so that they will not be masked by sails or the heeling of the boat
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 power supply systems
Mo3	3.28.1	c)	either an inboard or outboard engine, with associated power supply systems, all securely fastened
**	3.28.1	d)	an inboard combustion engine shall have a permanently installed exhaust, cooling system, fuel supply, fuel tank(s) and shall have adequate heavy weather protection
**	3.28.1	e)	an inboard electrical engine, when fitted, shall be provided with a permanently installed power supply, adequate heavy weather protection and have an engine control system.
	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		**Liquid Fuel Systems**
MoMu0,1,2,3	3.28.3	a)	All fuel tanks for storage of liquid fuels 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 with a combustion engine 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 5 hours
	3.28.4		**Battery Systems**
MoMu0,1,2,3	3.28.4	a)	a dedicated engine/generator starting battery when an electric starter is the only method for starting the engine and/or separate generator
**	3.28.4	b)	batteries installed after 2011 shall be of the sealed type from which liquid electrolyte cannot escape
**	3.28.4	c)	At the start a boat with an electric engine shall carry sufficient capacity to meet electrical requirements for the duration of the race and to motor at the above minimum speed for at least 5 hours
	3.29		**Communications Equipment, GPS, Radar, AIS**
MoMu0,1,2,3	3.29.1		a marine radio transceiver with an emergency antenna when the regular antenna depends upon the mast
MoMu0,1,2,3	3.29.2		if the marine radio transceiver is a VHF:
MoMu0,1,2,3	3.29.2	a)	a minimum rated output power of 25 W
MoMu0,1,2	3.29.2	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	3.29.2	b)	a masthead antenna and co-axial feeder cable with not more than 40% power loss
MoMu1,2,3	3.29.2	c)	be DSC capable if installed after 2015
MoMu1,2,3	3.29.2	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
MoMu0	3.29.2	e)	a marine VHF DSC radio covering all international and US marine channels and meeting ITU class D
MoMu0	3.29.3	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)
MoMu1	3.29.3	b)	One hand-held satellite telephone, watertight or with waterproof cover and internal battery
MoMu0	3.29.4		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)
MoMu1,2,3,4	3.29.5		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)
**	3.29.6		a second radio receiver, which may be the handheld VHF in 3.29.5 above, capable of receiving weather bulletins
MoMu0	3.29.7		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);
MoMu3	3.29.8		a GPS
MoMu0	3.29.9		a satellite device able to send and receive data and a tracking device shall be permanently installed and permanently powered up for the duration of the race and for which the race committee shall have polling authority.
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
MoMu0	3.29.11		an active radar set permanently installed either:
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	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)
Mu0	3.29.12		a class A AIS Transponder which either:

Mo0,1,2,3 Mu1,2,3	3.29.13		an AIS Transponder which either:
MoMu0,1,2,3	3.29.13	a)	shares the masthead VHF antenna via a low loss AIS antenna splitter; or
MoMu0,1,2,3	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

SECTION 4 - PORTABLE EQUIPMENT

A boat shall have:

	4.01		**Sail Letters & Numbers**
**	4.01.1		Identification on sails which complies with RRS 77 and RRS Appendix G
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 important that all vessels can be easily identified so that they can be excluded from any search and rescue operation.
	4.02		**Search and Rescue Visibility**
MoMu0	4.02.1		A 4 m² (43 ft²) area of highly-visible pink, orange or yellow on the coachroof and/or deck
Mo1,Mu1,2	4.02.1		A 1 m² (11 ft²) solid area of highly-visible pink, orange or yellow capable of being displayed on the coachroof and/or deck
Mu0,1,2,3,4	4.02.2		A 1 m² (11 ft²) area of highly-visible pink, orange or yellow showing when the boat is inverted
	4.04		**Soft Wood Plugs**
**	4.03.1		A tapered soft wood plug stowed adjacent to every through-hull opening
	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
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**
MoMu0	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
	4.11		**Navigation Equipment**
**	4.11.1		Navigational charts (not solely electronic), light list and chart plotting equipment
MoMu4	4.11.2		Navigational charts, light list and chart plotting equipment. If electronic-only, an independent alternative shall be on board
	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
MoMu0,1,2,3	4.15.1	a)	the principal method of steering is by means of an unbreakable metal tiller
MoMu0,1,2,3	4.15.	b)	there are two methods (e.g. tillers, wheels) of controlling a rudder, neither of which shares components with the other except for the rudder stock
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:

Equipment	Pack 1 > 24h	Pack 2 < 24h	In liferaft	In liferaft or in grab bag
Portable buoyant baler easily operable by hand	1	1	X	
Sponge	2	2	X	
Pair of buoyant paddles with handles (not mitts) tied into raft adjacent to an entrance	1	1	X	
First-Aid Kit including at least 2 tubes of sunscreen. All dressings must be capable of being effectively used in wet conditions. The first aid kit shall be clearly marked and shall be re-sealable.	1	0		X
Whistle	1	1	X	
Waterproof torch with 6 h duration and separate battery and bulb or complementary torch	2	1	X	
Signalling mirror	1	1	X	
Anti-seasickness pills, per person	6	6		X
Seasickness bag with simple effective closure system, per person	1	1		X
Red hand flares in accordance with SOLAS LSA Code Chapter III, 3.2	6	3	3 min	X
Red parachute flares in accordance with SOLAS LSA Code Chapter III, 3.1	2	2	1 min	X
Thermal protective aids in accordance with SOLAS LSA Code Chapter III, 2.5	2	0		X
Repair outfit to enable survivors to repair leaks in any or all of the inflatable compartments. Repair systems must work when wet and be capable of being applied during violent motion.	1	1	X	
Air pump or bellows which shall be simple, robust and complete, with all necessary connections (loose parts shall be captive to the main apparatus) ready for instant use to enable air to be pumped into any or all of the inflatable compartments. The air pump or bellows shall be designed and built specifically for easy operation by hand	1	1	X	
Drinking water per person, in containers of each not more than 500mL	1.5L	0	1.5L	Xa
Food per person	10,000 kj	0		X
*Drinking water in the grab bag (if any) may be replaced with a desalinator device				

	4.20.3		**Liferaft Packing and Stowage**
MoMu0,1,2	4.20.3	a)	Each liferaft shall be packed either in:-
MoMu0,1,2	4.20.3	a)	i) a rigid container securely stowed on the working deck, in the cockpit or in an open space; or:-
MoMu0,1,2	4.20.3	a)	ii) a rigid container or valise securely stowed in a dedicated weather tight locker containing liferaft and abandon ship equipment only which is readily accessible and opens onto the cockpit 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
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	4.20.3	e)	Each raft shall be capable of being got to the lifelines or launched within 15 seconds
	4.20.4		Spare Number
MoMu0,1,2	4.20.5		**Liferaft Servicing**
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	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:
Mo3Mu3,4	4.21	a)	a watertight hand-held marine VHF transceiver with spare batteries
Mo3Mu3,4	4.21	b)	a watertight flashlight with spare batteries and bulb
Mo3Mu3,4	4.21	c)	3 red hand flares
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) with no less than 90 N (20#) buoyancy
MoMu0,1,2,3	4.22.8	c)	minimum strength capable to hoist 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 Signals 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 and securely restrained shall be provided readily accessible from the deck or a cockpit
	4.26		**Storm & Heavy Weather Sail Inventory**
**			the following storm & heavy weather sails as specified in OSR 4.27:
MoMu0	4.26.1		a storm trysail (or rotating wing mast if suitable)
MoMu1,2	4.26.1	a)	either a storm trysail or mainsail reefing to reduce the luff by at least 50% (or rotating wing mast if suitable)
MoMu3	4.26.1	b)	either a storm trysail or mainsail reefing to reduce the luff by at least 40% (or rotating wing mast if suitable)
MoMu4	4.26.1	c)	either mainsail reefing to reduce the luff by 12.5% or a heavy-weather jib (or rotating wing mast if suitable or heavy-weather sail in a boat with no forestay)
MoMu0,1,2,3	4.26.2		heavy-weather jib
MoMu0,1,2	4.26.3		storm jib
	4.27		**Storm & Heavy Weather Sail Specifications**
	4.27.1		**Design**

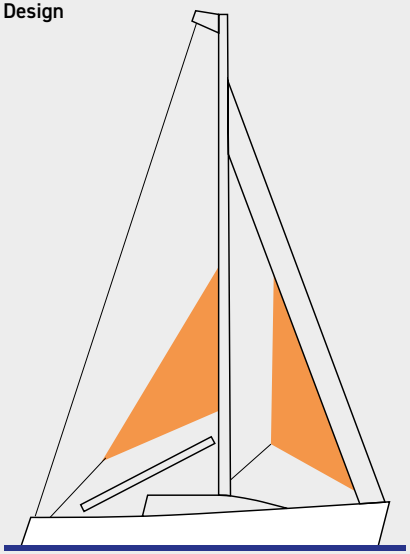


Figure 3

**	4.27.1	a)	The material of the body of a storm sail purchased after 2013 shall have a highly-visible colour (e.g. dayglo pink, orange or yellow)
**	4.27.1	b)	Aromatic polyamides, carbon and similar fibres shall not be used in a trysail or storm jib but HMPE and similar materials are permitted
**	4.27.1	c)	Sheeting positions on deck for each storm and heavy-weather sail
**	4.27.1	d)	Sheeting positions for the trysail independent of the boom
**	4.27.1	e)	The maximum area of storm and heavy weather sails shall be lesser of the areas below or as specified by the boat designer or sailmaker
**	4.27.1	f)	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	**4.27.2**		**A storm trysail with:**
MoMu0,1,2	4.27.2	a)	area of 17.5% mainsail hoist (P) x mainsail foot length (E)
MoMu0,1,2	4.27.2	b)	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	4.27.2	c)	no headboard
MoMu0,1,2	4.27.2	d)	no battens
MoMu0,1,2	4.27.2	e)	sail number and letters on both sides, as large as practicable
MoMu0,1,2	4.26.2	f)	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
MoMu0,1,2,3	**4.27.3**		**A heavy-weather jib (or heavy-weather sail in a boat with no forestay) with:**
**	4.27.3	a)	area of 5% (height of the foretriangle) squared
**	4.27.3	b)	readily available means, independent of a luff groove, to attach to the stay
MoMu0,1,2	**4.27.4**		**A storm jib with:**
MoMu0,1,2	4.27.4	a)	area of 5% (height of the foretriangle) squared
MoMu0,1,2	4.27.4	b)	maximum luff length 65% of height of foretriangle
MoMu0,1,2	4.27.4	c)	permanently attached means, independent of a luff groove, to attach to the stay
	4.28		**Drogue, Sea Anchor**
MoMu0	4.28.1		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)
	4.29		**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
Mo0	4.29.1	b)	securely fastened in such a way that the integrity of deck fittings e.g. stanchions and lifelines, is not compromised
	4.30		**Emergency Pumps**
Mo0,1,2	4.30.1		either fixed or portable pump to remove ingress water from any compartment.
Mo0,1,2	4.30.1	a)	This pump shall:
Mo0,1,2	4.30.1	b)	have a minimum rated capacity of 200 l/min
Mo0,1,2	4.30.1	c)	be operated by battery, main engine powered or a separate engine
Mo0,1,2	4.30.1	d)	if portable electric-powered, power cables to be terminated with alligator clips
Mo0,1,2	4.30.1	e)	have sufficient hose to discharge directly overboard or into the cockpit.
Mo0,1,2	4.30.1	f)	A combination of permanently installed and portable pumps may be combined to meet the above requirement.

SECTION 5 - PERSONAL 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
**	5.01.1	a)	ii) crotch/thigh straps (ride up prevention system (RUPS))
MoMu0,1,2	5.01.1	a)	ii) an integral safety harness in compliance with OSR 5.02
MoMu0,1,2,3	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	c)	be clearly marked with the boat's or wearer's name
MoMu0,1,2,3	5.01.1	d)	have a sprayhood in accordance with ISO 12402-8
MoMu0	5.01.1	e)	have a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority)
MoMu0,1,2,3	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.
MoMu0,1,2	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
**	5.01.4		The person in charge shall personally check each lifejacket at least once annually.

	5.01.5		RORC Prescription: 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
	5.02		**Safety Harness and Tethers**
MoMu0,1,2,3	5.02.1		A harness that complies with ISO 12401 or equivalent
	5.02.2		A tether that shall:
MoMu0,1,2,3	5.02.2	a)	comply with ISO 12401 or equivalent
MoMu0,1,2,3	5.02.2	b)	not exceed 2 m (6'-6") including the length of the hooks
	5.02.2	c)	have self-closing hooks
MoMu0,1,2,3	5.02.2	d)	have overload indicator flag embedded in the stitching
MoMu0,1,2,3	5.02.2	e)	be manufactured after 2000
MoMu0,1,2,3	5.02.3		All of the crew shall have either:
MoMu0,1,2,3	5.02.3	a)	a tether not exceeding 1m(3'3") including the length of the hooks, or
MoMu0,1,2,3	5.02.3	b)	an intermediate self-closing hook on a 2 m (6'-6") tether
MoMu0	5.02.3	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)
MoMu0,1,2,3	5.02.4		A tether which has been overloaded shall be replaced
	5.03		**Personal Location Lights**
MoMu0	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
	5.04		**Foul Weather Suits**
MoMu0	5.04	a)	A foul weather suit with hood
	5.05		**Knife**
MoMu0	5.05.1		A knife, to be worn on the person at all times
	5.06		**Flashlight**
MoMu0	5.06.1		A buoyant watertight flashlight
MoMu0,1,2,3	5.06.2		RORC Prescription: at night, each crew member shall carry a waterproof torch/light
	5.07		**Survival Equipment**
MoMu0	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);
	5.08		**Diving Equipment**
MoMu0	5.08.1		The boat shall have at least two diving suits each to cover the entire body and including gloves, fins and portable air supplies

SECTION 6 - TRAINING

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

(https://www.sailing.org/documents/offshorespecialregs/index.php)

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

Appendix L - Model Keel and Rudder Inspection Procedure

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.

Bringing a brand new concept to the world of sailing records

IRCRecords™ sailing records based on corrected time, allowing any IRC rated boat to make or break a record on a variety of courses worldwide

IRC RECORDS™

B&G | JEANNEAU | PLANETSAIL | FOILING TACK | PredictWind.com THE WORLD LEADER

COURSES CURRENTLY AVAILABLE IN

COMING SOON

FIND YOUR CHALLENGE
www.IRCRecords.com

World Sailing

International Rating Certificate

IRC

IRC 2022

IRC is a World Sailing recognised International Rating System

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

EFFECTIVE 1 JANUARY 2022
IN COUNTRIES WITH JUNE-MAY VALIDITY, EFFECTIVE 1 JUNE 2022

PREAMBLE

Any changes herein have no authority until 1 January 2022 (1 June 2022 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 "underscore" 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 Rule Authority (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 Rating Authority 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 Rating Authority nor any Rule Authority 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.

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 Rating Authority 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 Rule Authorities to the Rating Authority who will consult and communicate any decision to Rule Authorities.

6 DISPENSATIONS

6.1 The Rating Authority 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 A.

7.4 Any dispute arising out of the administration of the IRC Rules by the Rating Authority or a Rule Authority 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 Rating Authority. Rule Authorities may be authorised to print rating certificates under licence.

8.2 A **boat** shall hold a current IRC certificate valid in the country in which it is *racing*. A **boat** shall not hold more than one valid IRC rating certificate at any time except as permitted by Rules 8.2.1 and 8.2.2.

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, flying headsail dimensions, single furling headsail allowance, the use of stored power, SPA, STL, SPL, **spinnaker pole/bowsprit**, **whisker pole**, number of spinnakers, number of flying headsails, **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 except when a new certificate is issued to enable a **boat** to race in another country with a different certificate year end.

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 Rule Authority 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 Rule Authority to have an IRC rating certificate Endorsed. The Rule Authority will inform the owner of any measurement, including weighing, or other checks required prior to issue by the Rating Authority of a certificate carrying (irrespective of certificate print language) the notation ENDORSED (see also Rule 13).

8.6 On IRC certificates for all **boats** rated to carry spinnakers (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 spinnaker for the race or races. This Rule may be amended by a Notice of Race.

8.7 The Rating Authority 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, Bulb Weight, Draft, x, P, E, J, FL, MUW, MTW, MHW, HLUmax, HSA, FSA, PY, EY, LLY, LPY, Cutter Rig HLUmax, SPA, STL, SPL, STLFHmax 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 Rating Authority 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 Rating Authority) 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 Rule Authority, and with agreement from the Rating Authority, 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 Rule Authority in the country in which she predominantly races. Exceptionally, with the agreement of the Rating Authority, she may apply through another Rule Authority.

8.14 On request and payment of a fee, and in accordance with any administrative rules published by the Rating Authority, the Rating Authority 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 Rule Authority to the Rating Authority. 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 Rating Authority, by submitting a review request through their Rule Authority to the Rating Authority. 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 Rating Authority 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 Rating Authority on any review shall be final.

9.5 For series produced **boats**, the rated data may have been standardised by the Rating Authority. 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 Rating Authority, 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, SPL, HLUmax, MUW, MTW, MHW (see Appendix A); by more than 2% of SPA, HSA or FSA; 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 Rating Authority 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 Rating Authority with the appropriate fee.

10.2 In the event of protest, the **boat**'s rated data may be re-measured by an authorised measurer.

10.3 A **boat** whose certificate is invalidated as a result of an error or omission by a Rule Authority or by the Rating Authority, 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 Rating Authority, a **boat**'s rating is reviewed and its TCC changes, the **boat**'s Member National Authority may be requested by the Rating Authority to investigate the circumstances and report its findings to the Rating Authority.

11 CHANGES TO CLASS RULES

11.1 A Rule Authority Prescription or Notice of Race may vary the requirements of IRC Rules 8.6, 9.6, 14.1, 15.1, 15.2 (d) 21.1.5 (d) (e) and (f), 21.8.4, and 22.4. Any Rule Authority prescriptions shall have been approved by the national IRC Owners' Association when such exists. No other IRC Rules may be amended.

11.2 A Rule Authority 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 spinnaker than shown on her current IRC certificate of area not greater than rated SPA without an increase in rating.

11.3 Where a Rule Authority has made a Prescription to a Rule, a Notice of Race shall not vary that Rule or Prescription without the permission of the Rule Authority. Rule Authority 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 Rating Authority.

13.2 Measurements shall be taken in accordance with ERS Part 3 – 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 Rating Authority.

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 Rule Authority.

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 Rating Authority will use the data supplied by a Rule Authority 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 Rating Authority or a **boat**'s Rule Authority may require a **boat** to be submitted for measurement at any time without giving reasons. Measurement will be undertaken by authorised measurers of the Rating Authority. A new certificate will be issued by the Rating Authority 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 stored power for the hoisting of **mainsails**, or the reefing or furling of **sails** need not be declared.

(b) **Boats** using stored power solely for the adjustment or operation of **backstays** shall declare this to the Rating Authority.

(c) **Boats** using stored power for the adjustment or operation of **running rigging** other than as noted in Rules 15.2(a) & (b) shall declare this to the Rating Authority.

(d) **Boats** shall not use stored power for steering unless specified by the Notice of Race.

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,
permanently installed solar panels, wind or hydro generators,
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 Rating Authority reserves the right to refuse such data when inadequate detail is supplied.

17.4 The Rating Authority 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 A.

19 HULL APPENDAGES

19.1 Full details of a **boat**'s **hull appendages** shall be supplied to the Rating Authority 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 **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 stern-drive 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 spinnaker numbers (see Rule 21.6.1) and flying headsail numbers (see Rule 21.7.5).

(b) the limitation on **sails** containing exotic materials (see Rule 21.2.2).

(c) the limitation on headsail numbers for **boats** rated with a single furling headsail. Except in the cases of significant damage or storm and heavy weather **sails**, **boats** claiming a rating allowance for using a single roller furling headsail shall use the same headsail 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 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 forestay 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 forestay 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 forestay 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 forestay while *racing* shall declare this to the Rating Authority. This includes a system with the power system disconnected or removed from the **boat**. The **boat** may then adjust the forestay while *racing*, but shall not detach the forestay. 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 Rating Authority. 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

21.2.1 Rig factor (RF) is calculated by the Rating Authority 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**, exotic sailcloth materials, 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 Rating Authority reserves the right to apply a high rig factor until full detail is supplied.

21.3 Sheeting of **Sails**, **Sail** Definitions, **Bowsprits**, **Spinnaker Poles** and **Whisker Poles**

21.3.1 No headsail, flying headsail or spinnaker 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 55, Setting and Sheeting Sails, with the following additions:

21.3.3 RRS 55.3 is amended to the extent that a spinnaker, headsail or flying headsail may be tacked to a **bowsprit**.

21.3.4 Spare.

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** (spinnaker tacked on deck) or a centre line **bowsprit** only.

(b) An articulating **bowsprit** only.

(c) **Spinnaker pole(s)** either with or without a **bowsprit**.

21.3.6 A **boat** shall declare using any **spar** as a **whisker pole** set to leeward to set a headsail or a flying headsail.

21.4 Spare.

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 spinnaker on board shall be declared. The calculated area of this spinnaker will be shown on a **boat**'s certificate as the maximum permitted SPA.

21.7 Headsails and Flying Headsails

21.7.1 Headsail area (HSA & FSA) shall be calculated from:

HSA = 0.0625*HLU*(4*HLP + 6*HHW + 3*HTW + 2*HUW + 0.09)

FSA = 0.0625*FLU*(4*FLP + 6*FHW + 3*FTW + 2*FUW + 0.09)

If foot offset of any headsail or flying headsail is greater than 7.5% of HLP or FLP, then foot offset shall be declared and foot offset shall be added to HLU or FLU in the calculation of HSA or FSA.

21.7.2 The following shall apply to a headsail, which may be used while *racing*:

21.7.2.1 HLU, HLP, HHW, HTW and HUW of the largest area headsail and HLUmax of any headsail shall be declared and will be shown on the **boat**'s certificate, together with HSA. HSA and HLUmax are the maximum permitted values.

21.7.3 Any number of headsails may be set simultaneously when racing under IRC provided that headsail data is measured and declared as defined in Appendix A.

21.7.4 The following shall apply to a flying headsail, which may be used while *racing*:

21.7.4.1 FLU, FLP, FHW, FTW, FUW, FSFL, and FSHW of the largest area flying headsail shall be declared and will be shown on the **boat**'s certificate, together with FSA which is the maximum permitted value.

21.7.5 Boats shall not carry on board more than the number of flying headsails on their IRC certificate while *racing*.

21.8 Furling Headsails

21.8.1 **Boats** may apply for a rating credit for using a single roller furling headsail. To be eligible:

(a) A **boat** shall be fitted with a complete headsail 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 headsail shall be used while *racing*, whose HSA shall not be less than 95% of rated HSA except that alternatively a storm jib (see Appendix A) may be used.

21.8.2 A **boat** may declare that she may alternatively use a heavy weather jib (see Appendix A). 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 storm jib or heavy weather jib as appropriate, the same headsail shall be used for all races in any series of races.

21.8.4 Any other headsail 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 or OSR Appendix B for Inshore Racing Category 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 Rating Authority 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 Rating Authority.

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 use **moveable ballast** and/or **variable ballast** and any such system shall be permanently installed and shall be declared to the Rating Authority. RRS 51, Moveable 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 **List angle** is measured in the **boat weight** condition (see Rule 17) with any additional **variable ballast**. There is no limit to the **list angle** with ballast tanks fully filled on one side of the **boat** and/or with **moveable ballast** moved fully to one side.

22.3.3 For **boats** with **variable ballast** only, the maximum **list angle** and the maximum volume of water, including plumbing that can be carried on each side of the **boat** shall be declared.

22.3.4 For **boats** with **moveable ballast** only, the maximum **list angle** shall be declared.

22.3.5 For **boats** with **variable ballast** AND **moveable ballast**, the maximum volume of water, including plumbing, that the **variable ballast** may carry on each side of the **boat** and the maximum **list angle** specific to the **moveable ballast**, with empty **variable ballast** tanks, shall be declared.

22.3.6 A physical, mechanical limit shall be fitted to all **moveable ballast** system 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.

22.3.7 For **boats** with **variable ballast** systems that are declared as not used, the system shall be disabled.

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.

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.

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 A - IRC MEASUREMENT DEFINITIONS AND ABBREVIATIONS

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.

A1 - 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 hull shell **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.

A2 - HULL & APPENDAGES

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 45^0 to the longitudinal axis

h The vertical distance between the **waterplane** and the lowest point on the stem at a tangent of 45^0 to the longitudinal axis.

SO The longitudinal distance between the aftmost point on the **hull** and the aftmost point of the **waterline**.

y 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 – BO – SO).

Wingspan The maximum horizontal width in any transverse section of any wings attached to any **hull appendage**.

Bulb Weight The weight of the **Bulb** and any part of the **Keel** below the upper surface of the bulb (including connection plates, under-fin spacers and infills)

A3 - LIFTING FOILS – SEE APPENDIX F at: ircrating.org/irc-rule

A4 - RIG

P	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.
PY	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 the aft end of the boom. For the 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.
EY	The **outer point distance** of a **mizzen** (or in the case of a **schooner**, a **mainsail**). 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 the aft end of the boom.
Forestay	The ERS definition of **forestay** shall not apply. Forestay is defined as: Permanently attached **rigging** providing forward support for a mast **spar**.
FL	The forestay length measured from the forward end of J to the forestay **rigging point.**
J	The 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 forestay, extended as necessary, and the deck, or bowsprit **spar**.
SPL	The greatest horizontal distance from the forward face of the **mast spar**, ignoring any **fittings** and tracks, measured on or near the centreline of the **boat**, to the extremity of the **spinnaker pole**.
STL	The greatest horizontal distance from the forward face of the **mast spar**, ignoring any **fittings** and tracks, measured on or near the centreline of the **boat**, to any of the following: - the extremity of the **bowsprit**, ignoring any **outer limit marks;** - the spinnaker tack point on deck projected vertically as necessary; - if a headsail or a flying headsail may be tacked forward of the forestay, the headsail or flying headsail tack point on deck projected vertically as necessary or to the extremity of the **bowsprit** ignoring any **outer limit marks**.
STLFHmax	The greatest horizontal distance from the forward face of the **mast spar**, ignoring any **fittings** and tracks, measured on or near the centreline of the **boat**, to the flying headsail tack point, calculated as follows: - STLFHmax = FSFL – (0.25 * J) - if the calculated STFLHmax is greater than STL, the flying headsail shall be tacked no greater than STL. - if the calculated STLFHmax is less than J, the flying headsail shall be considered a headsail.
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 support and/or control. (a) Any pairs of **stays** attached to the mast **spar** at the same position port and starboard on the mast **spar** shall count 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**. (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 10% of P or greater shall also be considered as a separate **stay** for these purposes.

A5 - SAILS – GENERAL

Spinnaker	ERS G.1.3(f) shall not apply. A spinnaker is defined as a **sail** set forward of the foremost **mast spar** with **half width** (measured as a spinnaker) equal to or greater than 75% of **foot length** and without battens. A spinnaker may be set reefed by any means while *racing* under IRC provided that when measured in any reefed condition it continues to satisfy the IRC definition of a spinnaker.
Flying Headsail	ERS G.1.3(d) shall not apply. A **sail set flying** tacked down forward of the forestay that does not meet the definition of spinnaker and without battens and with a **half width** (measured as a spinnaker) equal to or greater than 62.5% of **foot length**. A flying headsail shall be tacked down no greater than STLFHmax and approximately on the **boat**'s centreline, except when it is tacked on a declared articulating **bowsprit**. A flying headsail may be entirely furled but shall not be set reefed while *racing*.
Headsail	ERS G.1.3(d) shall not apply. Any **sail** tacked down forward of the foremost **mast** which does not meet the definition of a spinnaker or flying headsail A headsail may be hoisted from above the forestay **rigging point**.
Foot Offset	The maximum offset between the edge of a headsail or flying headsail **foot** and a straight line between **tack point** and **clew point**.
Batten	Any material added to the **sail**, as either a removable element, permanent stiffening, or other contrivance, the purpose of which is to support and/or stiffen the **sail**.
HWJ	Heavy Weather Jib. See OSR paragraph 4.26.
Storm Jib	See OSR paragraph 4.26.

A6 - SAILS - HEADSAILS

HSA	The maximum permitted headsail area.
HLU	The **luff length** of the largest area headsail.
HLUmax	The longest **luff length** of any headsail.
LLY	The longest **luff length** of any **mizzen** staysail.
HLP	The **luff perpendicular** of the largest area headsail.
LPY	The longest **luff perpendicular** of any **mizzen** staysail.

HHW	The **half width** of the largest area headsail.
HTW	The **three-quarter width** of the largest area headsail.
HUW	The **seven-eighths width** of the largest area headsail.
Cutter Rig	A cutter rigged boat is any **boat** that sets more than one headsail when on a beat to windward while *racing*. These values will be used in place of standard headsail dimensions where relevant in IRC Rules for a cutter rigged boat.
Cutter Rig HLU	Headsail **luff length** measured parallel to the forestay as the distance from the lowest **tack point** to the highest **head point** of any headsails set simultaneously while *racing* on a beat to windward.
Cutter Rig HLUmax	As Cutter Rig HLU.
Cutter Rig HLP	The shortest distance from the aftmost **clew point** of any headsail when set on the centre line of the **boat**, to the foremost headsail **luff** which may be set simultaneously while *racing* on a beat to windward.
Cutter Rig HHW	The greater of 50% of Cutter Rig HLP or HHW of the largest area headsail.
Cutter Rig HTW	The greater of 25% of Cutter Rig HLP or HTW of the largest area headsail.
Cutter Rig HUW	The greater of 12.5% of Cutter Rig HLP or HUW of the largest area headsail.
A7 - SAILS - MAINSAIL	
MHW	The **half width** of the **mainsail**.
MTW	The **three-quarter width** of the **mainsail.**
MUW	The **seven-eighths width** of the **mainsail**.
A8 - SAILS - SPINNAKER	
SPA	The maximum permitted spinnaker area.
SLE	The **leech length** of the largest area spinnaker.
SLU	The **luff length** of the largest area spinnaker.
SFL	The **foot length** of the largest area spinnaker.
SHW	The **half width** of the largest area spinnaker.
A9 - SAILS – FLYING HEADSAIL	
FSA	The maximum permitted flying headsail area.
FLU	The **luff length** of the largest area flying headsail.
FLP	The **luff perpendicular** of the largest area flying headsail.
FHW	The **half width** of the largest area flying headsail.
FTW	The **three-quarter width** of the largest area flying headsail.
FUW	The **seven-eighths width** of the largest area flying headsail.
FSFL	The **foot length** of the largest area flying headsail (measured as a spinnaker).
FSHW	The **half width** of the largest area flying headsail (measured as a spinnaker).

Royal Ocean Racing Club (RORC)
20 St James's Place
London SW1A 1NN
Tel +44 (0)207 493 2248, Fax +44 (0)207 493 5252
Cowes Office (Race Team) Tel +44 (0)1983 295144
E-mail racing@rorc.org
www.rorc.org

Union Nationale pour la Course au Large (UNCL)
17 rue Henri Bocquillon
75015 Paris
France
Tel +33 (0)1 40 60 43 10
E-mail irc@uncl.com
www.uncl.com

Produced by
Seahorse Rating Ltd
(RORC Rating Office)
Seahorse Building, Bath Road
Lymington, Hampshire SO41 3SE
England
Tel +44 (0)1590 677030, Fax +44 (0)1590 679478
E-mail info@rorcrating.com
www.rorcrating.com

Published November 2021

International Rating Certificate

IRC

MADE BY SAILORS FOR SAILORS

UK
Round the Island Race
Cowes Week
Rolex Fastnet Race
IRC Nationals (and regional championships)

France
Les Voiles de Saint-Tropez
Spi Ouest-France
Transquadra
Drheam Cup
SNIM

Spain
Copa del Rey MAPFRE
RORC Transatlantic Race

Ireland
Volvo Cork Week
SSE Renewables Round Ireland Yacht Race
Volvo Dún Laoghaire Regatta
ICRA National Championship

Greece
Aegean 600

China/Hong Kong
Rolex China Sea Race

Belgium
Antwerp Race

Malta
Rolex Middle Sea Race

Netherlands
IRC Europeans, Breskens Week

Italy
Maxi Yacht Rolex Cup
151 Miglia
Rolex Giraglia
Regata dei Tre Golfi
IMA Maxi European Championship

Caribbean
RORC Caribbean 600
Les Voiles de St Barth Richard Mille

Japan
Japan Cup
Pearl Race

Thailand
Phuket King's Cup

Turkey
Marmaris Week

Finland
RORC Baltic Sea Race

UAE Oman
Dubai to Muscat Race

Australia
Rolex Sydney Hobart Yacht Race
Hamilton Island Race Week
Brisbane to Gladstone Yacht Race

- Rate your standard production cruiser/racer, classic or hi-tech racing yacht. From small keelboats to superyachts.
- Great racing inshore and offshore. From small local events to major international trophies. The No.1 choice of rating for local clubs to major event organisers.
- Single number, time-on-time rating correction. Use the same rating in any event worldwide with an IRC class.
- Focus on the racing with straightforward calculated corrected time and position while on the water, no waiting for complex and unnecessary scoring calculations. Effortless for race organisers.
- Calculated from basic boat data and configuration details. No need for measurement for a standard IRC Certificate.
- For an Endorsed Certificate physical weighing and measurement by your local IRC measurer, if required. No need for complicated hull or stability measurements.
- Well-established local rule authorities around the world to apply to for your rating certificate and provide local support.
- Simple to amend data. Run trial ratings to test effect of proposed changes.
- A popular and stable rating system with a progressive approach to the rating of technical developments.

IRC

+44 (0) 1590 677030 | info@rorcrating.com | rorcrating.com

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

www.rorc.org