



# RORC

## NOTICE OF RACE 2023

[rorc.org](http://rorc.org)



ROLEX SWAN CUP

## 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 42

  
**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

<b>Class</b>	<i>Class includes IRC, ORC and MOCRA rating systems, or appropriate One-Design Classes.</i>
<b>Closing Date</b>	is the date after which a late entry/late payment fee is charged and cancellation fees apply.
<b>Competitor</b>	a person who races or intends to race in an event.
<b>Documents Page</b>	can be found at <a href="http://www.rorc.org/racing/race-documents">www.rorc.org/racing/race-documents</a>
<b>High Points Scoring System</b>	the boats are ranked in order of points scored. Highest Points score wins.
<b>Inshore Regatta</b>	Inshore Regattas in 2023 run by the RORC will have separate NoRs detailed at <a href="http://www.rorc.org">www.rorc.org</a>
<b>Emergency Contact</b>	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 <i>Competitor</i> in the race.
<b>Entry System</b>	<a href="http://www.sailracehq.com">www.sailracehq.com</a>
<b>Offshore Race</b>	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.
<b>Rating Deadline</b>	is the latest date by which a valid Rating or Class Certificate shall be issued to the boat.
<b>Sailing School Yacht</b>	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).
<b>Service Yacht</b>	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.

**Significant changes for 2023 are in red font.**

Cover photo: James Tomlinson/[jamestomlinsonphotography.co.uk](http://jamestomlinsonphotography.co.uk)  
 Opposite: Robert Hajduk/PFN



# CONTENTS

Introduction .....	3
Definitions .....	3
Contents .....	4
Contact Details .....	5
<b>Part 1 – General Rules .....</b>	<b>6</b>
Organising Authority .....	6
1.1 Programme .....	7
1.2 Rules and Regulations .....	8
1.3 Advertising .....	8
1.4 Responsibility .....	8
1.5 Eligibility – The Boat .....	8
1.6 Stability and Safety Indices .....	9
1.7 Eligibility – Competitors .....	10
1.8 Race Entry .....	10
1.9 Courses .....	11
1.10 Penalties .....	11
1.11 Communication .....	11
1.12 Scoring .....	11
1.13 Trophies and Prizes .....	13
1.14 Race Entry Declaration .....	15
1.15 Insurance .....	15
<b>Part 2 – The Races .....</b>	<b>17</b>
Introduction .....	17
RORC Transatlantic Race .....	18
RORC Caribbean 600 .....	19
Cervantes Trophy Race .....	20
De Guingand Bowl Race .....	21
North Sea Race .....	22
Myth of Malham .....	23
Volvo Dun Laoghaire to Dingle Race .....	24
East Coast Race .....	25
Morgan Cup Race .....	26
La Trinité to Cowes Race .....	27
Cowes-Dinard-St Malo Race .....	28
Rolex Fastnet Race .....	30
Channel Race .....	31
Castle Rock Race .....	32
IRC Double Handed National Championship .....	33
Rolex Middle Sea Race .....	34

RORC Easter Challenge .....	35
Vice Admiral's Cup .....	35
IRC National Championship .....	35
<b>Appendix 1 World Sailing .....</b>	<b>37</b>
<b>Offshore Special Regulations and RORC Prescriptions .....</b>	<b>38</b>
Section 1 - Fundamental and Definitions .....	40
Section 2 - Application and General Requirements .....	40
Section 3 - Structural Features, Stability, Fixed Equipment .....	40
Section 4 - Portable Equipment .....	47
Section 5 - Personal Equipment .....	51
Section 6 - Training .....	52
RORC Prescriptions to the World Sailing Offshore Special Regulations .....	53
<b>Appendix 2 World Sailing Inshore Special Regulations .....</b>	<b>54</b>
<b>IRC Rule 2023 .....</b>	<b>55</b>
<b>Preamble .....</b>	<b>55</b>
<b>Terminology .....</b>	<b>55</b>
<b>Part A Rule Policy .....</b>	<b>55</b>
1 introduction .....	55
2 Fundamental Policy .....	56
3 Important Notice .....	55
<b>Part B General Information .....</b>	<b>55</b>
4 Administration .....	57
5 Interpretations .....	58
6 Dispensations .....	58
7 Language and Rule Definitions .....	58
8 Rating Certificates .....	58
9 Rating Review .....	59
10 Rating Protests .....	59
11 Changes to Class Rules .....	59
12 Units of Measurement and Corrected Times .....	59
13 Measurement and Compliance .....	59
14 Sail Numbers .....	60
15 Manual Power .....	60
<b>Part C IRC, Advertising Permitted .....</b>	<b>60</b>
16 Advertising .....	60
17 Boat Weight .....	60
18 Overhangs and Draft .....	60
19 Hull Appendages .....	60
20 Engine and Propeller .....	61



# CONTENTS

21	Rig and Sails .....	61
22	Equipment and Loading .....	62
23	Seaworthiness and Safety .....	63
<b>Part D IRC, Advertising Not Permitted .....</b>		<b>63</b>
25	Rules .....	63
26	Advertising .....	63
<b>Appendix - IRC Measurement Definitions and Abbreviations .....</b>		<b>63</b>
A1	- Miscellaneous .....	63
A2	- Hull and Appendages .....	63
A3	- Lifting Foils – see appendix f at: <a href="http://ircrating.org/irc-rule">ircrating.org/irc-rule</a> .....	64
A4	- Rig .....	64
A5	- Sails – General .....	64
A6	- Sails - Headsails .....	64
A7	- Sails - Mainsail .....	65
A8	- Sails - Spinnaker .....	65
A9	- sails – flying headsail .....	65

# CONTACTS

## RORC RACE OFFICE

The Disrespect  
82, High Street  
Cowes  
Isle of Wight  
PO31 7AJ  
  
Tel: +44 1983 295144  
Email: [racing@rorc.org](mailto: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](mailto:info@rorc.org)

## COWES CLUBHOUSE

The Parade  
Cowes  
Isle of Wight  
PO31 7QU  
  
Tel: +44 1983 293581  
Email: [cowes@rorc.org](mailto: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](mailto:info@rorcrating.com)



Photo: RORC/Tim Wright/photoaction.com



# PART 1 - GENERAL RULES



## 1 PART 1 - GENERAL RULES

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

### ORGANISING AUTHORITY

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

*Photo: James Tomlinson/jamestomlinsonphotography.co.uk*

# 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 bonus points will count towards the RORC Season's Points Championship.

DATE	RACE	DESTINATION/LOCATION	DISTANCE	BONUS POINTS <sup>†</sup>	PAGE
Saturday 22 October 2022	<a href="#">Rolex Middle Sea Race** (Race One of the 2023 Season's Points Championship)</a>	Valletta, Malta – Valletta	606	20	-
Sunday 8 January 2023	<a href="#">RORC Transatlantic Race</a>	Lanzarote – Grenada	2,995	25	18
<a href="#">Tuesday 14 – Wednesday 15 February</a>	<a href="#">Nelson's Cup</a>	<a href="#">Antigua</a>	-	-	-
Monday 20 February	<a href="#">RORC Caribbean 600*</a>	<a href="#">Antigua – Antigua</a>	600	20	19
<a href="#">Friday 7–Sunday 9 April</a>	<a href="#">RORC Easter Challenge*</a>	<a href="#">Cowes</a>	-	-	xx
Saturday 29 April	<a href="#">Cervantes Trophy Race</a>	<a href="#">Cowes – Le Havre</a>	110–160	0	20
Saturday 13 May	<a href="#">De Guingand Bowl Race</a>	<a href="#">Cowes – round marks – Solent</a>	110–160	0	21
Friday 19 May	<a href="#">North Sea Race (Vuurschepen Race 16 May)</a>	<a href="#">Harwich – Scheveningen</a>	140–185	10	22
<a href="#">Friday 19–Sunday 21 May</a>	<a href="#">Vice Admiral's Cup*</a>	<a href="#">Cowes</a>	-	-	xx
Saturday 27 May	<a href="#">Myth of Malham Race</a>	<a href="#">Cowes – Eddystone – Solent</a>	230	10	23
Wednesday 7 June	<a href="#">Dún Laoghaire to Dingle Race</a>	<a href="#">Dún Laoghaire to Dingle Race</a>	240	10	24
Thursday 15 June	<a href="#">East Coast Race*</a>	<a href="#">Harwich – Ostend</a>	100	0	25
Friday 16 June	<a href="#">Morgan Cup Race</a>	<a href="#">Cowes – Dartmouth</a>	110–160	0	26
<a href="#">Friday 23 – Sunday 25 June</a>	<a href="#">IRC National Championship*</a>	<a href="#">Cowes</a>	-	-	34
Thursday 29 June	<a href="#">Prize-giving and Medallion Presentation</a>	<a href="#">London Clubhouse -19:30</a>	-	-	-
Sunday 2 July	<a href="#">La Trinité-Cowes Race</a>	<a href="#">La Trinité – Cowes</a>	350	10	27
Friday 7 July	<a href="#">Cowes-Dinard-St Malo Race</a>	<a href="#">Cowes – St Malo</a>	151	0	28
Saturday 22 July	<a href="#">Rolex Fastnet Race</a>	<a href="#">Cowes – Cherbourg</a>	695	25	29
Saturday 12 August	<a href="#">Channel Race</a>	<a href="#">Cowes – round marks – Solent</a>	110–160	0	30
<a href="#">Monday 29 May – Sunday 4 June</a>	<a href="#">IRC European Championship*</a>	<a href="#">Cannes, France</a>	-	-	-
Friday 1 September	<a href="#">Castle Rock Race</a>	<a href="#">Cowes – Cowes</a>	75	0	31
<a href="#">Friday 1 September</a>	<a href="#">IRC Double Handed Nationals Race 1*</a>	<a href="#">Cowes</a>	-	-	32
Saturday 2 September	<a href="#">Prize-giving BBQ and Medallion Presentation</a>	<a href="#">Cowes Clubhouse -18:00</a>	-	-	-
<a href="#">Saturday 9 September</a>	<a href="#">IRC Double Handed National Championship Race 2*</a>	<a href="#">Cowes</a>	-	-	32
Saturday 23 October 2023	<a href="#">Rolex Middle Sea Race** (Race One of the 2024 Season's Points Championship)</a>	Valletta, Malta – Valletta	606	20	33
RORC AFFILIATED RACES					
Monday 2 January	<a href="#">Cape2Rio Race</a>	<a href="#">Cape Town – Rio de Janeiro</a>	3,300	-	-
Saturday 4 February	<a href="#">Aramex Dubai to Muscat Offshore Sailing Race**</a>	<a href="#">Dubai – Muscat</a>	360	-	-
Wednesday 5 April	<a href="#">Rolex China Sea Race **</a>	<a href="#">Hong Kong – Philippines</a>	565	-	-
Saturday 29 July – Friday 4 August	<a href="#">Cowes Week</a>	<a href="#">Cowes</a>	-	-	-
Friday 13 November	<a href="#">Raja Muda Selangor International Regatta**</a>	<a href="#">Malaysia/Thailand</a>	-	-	-

<sup>†</sup> A maximum of 35 bonus points to be awarded in a season

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

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

Offshore Races  Inshore Races  Affiliated Races 



# PART 1 - GENERAL RULES

## 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://www.rya.org.uk/racing/racing-rules/Pages/the-rules-and-rya-prescriptions.aspx>). 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 2023 WORLD SAILING OFFSHORE SPECIAL REGULATIONS (OSR)

The World Sailing Offshore Special Regulations, any amendments thereto for 2023, 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 IRLCAS (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 published on the RORC website.

### 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.



# PART 1 - GENERAL RULES

## 1.5.4.1.1 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.

## 1.5.4.1.2 Automatic and Wind-vane devices for Steering

Automatic and wind-vane devices for steering are permitted (this changes RRS 52).

## 1.5.4.1.3 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. All entries must satisfy the committee that they have suitable and adequate experience and that their boat is appropriately organised for two-handed sailing. Within the Two-Handed *Class* there will also be a trophy for mixed crews (a male and a female).

## 1.5.4.2 ORC (North Sea Race Only) - 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
ORC (North Sea Race Only)	0.900 and greater	Pennant 5
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 2023 data.

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 52 of this Notice of Race.

Weekend Offshore Races are Category 3 with Category 2 compliant liferafts.

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.

## 1.5.7.1 OSR Compliance

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

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.

# PART 1 - GENERAL RULES

## 1.6.2 MINIMUM PERMITTED VALUES

OSR Category	Category 1	Category 2	Category 3
STIX minimum	32	32	23
AVS minimum	130-0.002*m <sup>1</sup>	130-0.002*m <sup>1</sup>	130-0.005*m <sup>1</sup>
SSS minimum	35	28	15

<sup>1</sup> 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*.

### 1.7.2 OFFSHORE CREWLIST

For *Offshore Races*, 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* and before the start of the race 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, they 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: Richard Mardens



# PART 1 - GENERAL RULES

## 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)
Below 9.0		100	70 (30)	227	159 (68)
9.00	9.99	113	79 (34)	267	178 (80)
10.00	10.99	129	90 (39)	308	216 (92)
11.00	11.99	151	106 (45)	373	261 (112)
12.00	12.99	172	120 (52)	427	299 (128)
13.00	13.99	217	152 (65)	556	389 (167)
14.00	14.99	253	177 (76)	659	461 (198)
15.00	15.99	336	235 (101)	886	620 (266)
16.00	16.99	437	306 (131)	1174	822 (352)
17.00	17.99	566	396 (170)	1530	1153 (377)
18.00	18.99	757	530 (227)	2061	1684 (377)
19.00	19.99	794	556 (238)	2163	1786 (377)
20.00	20.99	833	583 (250)	2271	1894 (377)
21.00	21.99	876	613 (263)	2391	2014 (377)
22.00	22.99	911	648 (273)	2494	2117 (377)
23.00	23.99	949	664 (285)	2600	2223 (377)
24.00	24.99	986	690 (296)	2702	2325 (377)
25.00	25.99	1031	722 (309)	2824	2447 (377)
26.00	26.99	1067	747 (320)	2930	2553 (377)
27.00	27.99	1106	774 (332)	3033	2656 (377)
28.00	28.99	1142	799 (343)	3135	2758 (377)
29.00	29.99	1188	832 (356)	3260	2883 (377)
30.00+		1232	862 (370)	3386	3009 (377)

**Note:** A discount of 30% of the Non-Member race entry fee is applied for RORC Members who are owners or skippers. The discount is capped at the value of an ordinary UK member subscription (£377) and this is applied to each race entry fee.

## 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** The scoring system for RORC Season's Points Championship will be the High Points System as detailed on page 12.

The points are calculated using the following formula  $S = 121 - 100 \sqrt{\frac{p}{(n - 2)}}$  where S is points scored, p is position in class (or fleet) and n is number of entries in class (or fleet).

The score will be rounded to one decimal place.

PART 1 - GENERAL RULES

1.12.1.1 Example RORC High Points Table

	Entries																								
Place	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1	63.3	71.0	76.3	80.2	83.2	85.6	87.7	89.4	90.8	92.1	93.3	94.3	95.2	96.0	96.7	97.4	98.1	98.6	99.2	99.7	100.1	100.6	101.0	101.4	101.8
2		50.3	57.8	63.3	67.5	71.0	73.9	76.3	78.4	80.2	81.8	83.2	84.5	85.6	86.7	87.7	88.6	89.4	90.1	90.8	91.5	92.1	92.7	93.3	93.8
3			43.5	50.3	55.5	59.8	63.3	66.2	68.8	71.0	73.0	74.7	76.3	77.7	79.0	80.2	81.3	82.3	83.2	84.1	84.9	85.6	86.4	87.0	87.7
4				39.4	45.4	50.3	54.3	57.8	60.7	63.3	65.5	67.5	69.4	71.0	72.5	73.9	75.1	76.3	77.4	78.4	79.3	80.2	81.0	81.9	82.5
5					36.5	41.9	46.5	50.3	53.6	56.5	59.0	61.2	63.3	65.1	66.8	68.3	69.7	71.0	72.2	73.3	74.4	75.4	76.3	77.1	78.0
6						34.4	39.4	43.5	47.1	50.3	53.1	55.5	57.8	59.8	61.6	63.3	64.8	66.2	67.5	68.8	69.9	71.0	72.0	73.0	73.9
7							32.8	37.3	41.2	44.6	47.6	50.3	52.7	54.9	56.8	58.6	60.3	61.8	63.3	64.6	65.8	67.0	68.1	69.1	70.1
8								31.6	35.7	39.4	42.6	45.4	48.0	50.3	52.4	54.3	56.1	57.8	59.3	60.7	62.0	63.3	64.4	65.5	66.6
9									30.5	34.4	37.8	40.8	43.5	46.0	48.2	50.3	52.2	53.9	55.5	57.0	58.4	59.8	61.0	62.2	63.3
10										29.7	33.3	36.5	39.4	41.9	44.3	46.5	48.5	50.3	52.0	53.6	55.1	56.5	57.8	59.0	60.1
11											29.0	32.4	35.4	39.1	40.6	42.8	44.9	46.8	48.6	50.3	51.8	53.3	54.7	56.0	57.2
12												28.4	31.6	34.4	37.0	39.4	41.5	43.5	45.4	47.1	48.8	50.3	51.7	53.1	54.3
13													27.9	30.9	33.6	36.0	38.3	40.4	42.3	44.1	45.8	47.4	48.9	50.3	51.6
14														27.5	30.3	32.8	35.2	37.3	39.4	41.2	43.0	44.6	46.2	47.6	49.0
15															27.1	29.7	32.1	34.4	36.5	38.4	40.2	41.9	43.5	45.0	46.5
16																26.7	29.2	31.6	33.7	35.7	37.6	39.4	41.0	42.6	44.0
17																	26.4	28.8	31.0	33.1	35.0	36.8	38.5	40.1	41.7
18																		26.1	28.4	30.5	32.5	34.4	36.1	37.8	39.4
19																			25.9	28.1	30.1	32.0	33.8	35.5	37.1
20																				25.7	27.7	29.7	31.6	33.3	34.9
21																					25.4	27.5	29.3	31.1	32.8
22																						25.3	27.2	29.0	30.7
23																							25.1	26.9	28.7
24																								24.9	26.7
25																									24.8



# PART 1 - GENERAL RULES

## 1.12.2 NUMBER OF RACES

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

**1.12.3** Races outside the RORC Season's Points Championship (inshore and special events) will be scored as per their separate Notice of Races.

**1.12.4** A number of races in the RORC Season's Points Championship hold separate Notices of Race which may specify different class bands and different scoring systems. Upon their completion, these races will be rescored in line with the classes and the High Points System as specified in NOR 1.12.1.

### Appendix A is amended as follows

A2.1 is amended to read that; Each boat's series score will be the total of her race scores, the boat with the highest points total will win.

### A5 is amended as follows

#### SCORES DETERMINED BY THE RACE COMMITTEE

**A5.2** A boat that did not compete shall not score any points.

A boat that did not start, did not sail the course, did not finish, retired or was disqualified shall score ten points.

### A9 is amended as follows

#### GUIDANCE ON REDRESS

If the protest committee decides to give redress by adjusting a boat's score for a race, it is advised to consider scoring her points equal to the average, to the nearest decimal point (0.05 to be rounded upward), of her points in all the races in the series except the race in question.

A4 will not be used. Each boat starting and finishing and not thereafter retiring, being penalized or given redress shall be scored points as follows.

## 1.12.5 BONUS POINTS

Bonus points are available for certain races, these are detailed in 1.1 Programme.

## 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 score will be her best five offshore races plus her bonus points (maximum 35)

Trophy	Presented for	2022 Winner
Europeans Cup	IRC Zero	<i>Ino XXX</i> , James Neville
Trencher Cup	IRC One	<i>Bulldog</i> , Derek Shakespeare
Emily Verger Plate	IRC Two	<i>Bellina</i> , Rob Craigie
Grenade Goblet	IRC Three	<i>Jangada</i> , Richard Palmer
Cowland Trophy	IRC Four	<i>Morning After</i> , Stuart Greenfield
Psipsina Trophy	Two-Handed Class	<i>Jangada</i> , Richard Palmer
Boyd Trophy	Mixed Two-Handed Division	<i>Chilli Pepper</i> , Jim & Ellie Driver
RORC Decanter	Multihull	<i>Maserati</i> , Giovanni Soldini
The Concise Trophy	Class 40	<i>Mussulo 40</i> , James Stableford
Oldland/Watts Aquadanca Trophy	For the Sigma 38 with the highest Season's Points	<i>Spirit</i> , Paul Scott
J/109 RORC Trophy	For the J/109 with the highest score from her best five points races including the Rolex Fastnet Race.	<i>Just So</i> , William McGough (skipper) (2021)



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

# PART 1 - GENERAL RULES

## 1.13.1.2 SEASON'S POINTS CHAMPIONSHIP TROPHIES - IRC

A boat's score will be her score for all the offshore races plus her bonus points (maximum 35)

Trophy	Presented for	2022 Winner
Jazz Trophy	IRC Overall	<i>Jangada</i> , Richard Palmer
Keith Ludlow Trophy	Navigator of the IRC Overall Yacht	Jeremy Waitt and Rupert Holmes
David Fayle Memorial Cup	Best Sailing School Yacht	<i>Arthur</i> , Sailing Logic
Serendip Trophy	Best Series Produced Yacht	<i>Jangada</i> , Richard Palmer
	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	<i>Jolly Jack Tar</i> , RNSA
Haylock Cup	Best British Service Yacht	<i>Fujitsu British Soldier</i> , ASA
Stradivarius Trophy	Best Overseas Yacht	<i>L' Ange de Milon</i> , Jacques Pelletier
Arambalza Swan Cup	Best Swan	<i>Assuage</i> , Chris Woods
Alan Paul Trophy	Consistent high performance	<i>Diablo</i> , Nick Martin
	Awarded to the yacht with the highest total fleet overall points (all races to count) plus a bonus: $2.5[R+(R-1)+(R-2)+(R-3) \text{ etc } +(R-R)]$ when R=races completed. Class Season's Points winners are excluded.	



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

## 1.13.1.3 SPECIAL AWARDS

Trophy	Presented for	2022 Winner
Somerset Memorial Trophy	Yacht of the Year	<i>Jangada</i> , Richard Palmer
	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		<i>Cora</i> , Nigel Goodhew
	For the yacht, owned or skippered by a RORC member, with the most RORC points in IRC Overall in the Castle Rock 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		<i>Bulldog</i> , Derek Shakespeare
	Best Elapsed time of an IRC yacht in the Cervantes Trophy, Morgan Cup, Cowes Dinard St Malo and Castle Rock races.	
Duncan Munro Kerr Youth Challenge Trophy		Borys Michniewicz, <i>I Love Poland</i>
	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 2023. In the event of equal mileage the younger crew member wins.	
Peter Harrison Youth Trophy		<i>Bulldog</i> , Derek Shakespeare
	For yachts racing under IRC with a minimum of 33% (rounded up) of the crew under the age of 25 on the 1st January 2023. 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.	
The Gordon Applebey Trophy	Awarded to the yacht with the highest combined score in her best five races	<i>Jangada</i> , Richard Palmer
Dennis P Miller Memorial Trophy	British Yacht Overseas	<i>Dawn Treader</i> , Ed Bell
Seamanship Trophy	Outstanding Act of Seamanship	Not Awarded in 2022
Freddie Morgan Trophy	Classic Yacht in IRC	<i>Morning After</i> , Stuart Greenfield
The Beken Trophy	Concours d'Elegance in RORC Races	<i>Wavetrain</i> , Gavin Howe
Meritorious Award	Outstanding Keelboat Performance by a RORC Member	Ossie Stewart
The Pera Awards	Pera Awards may be given to yachts which receive redress for rendering assistance during a race.	Not Awarded in 2022



## PART 1 - GENERAL RULES

### 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 fewer 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 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](http://www.rorc.org)



#### IRC CLASSES

IRC boats with TCC 0.850 and above

Closing date Thursday 15 June 2023

Further information can be found on the documents page of the website

See event Notice of Race at [www.rorc.org](http://www.rorc.org)

# spinlock SAIL-SENSE

## SAIL MONITORING & MANAGEMENT

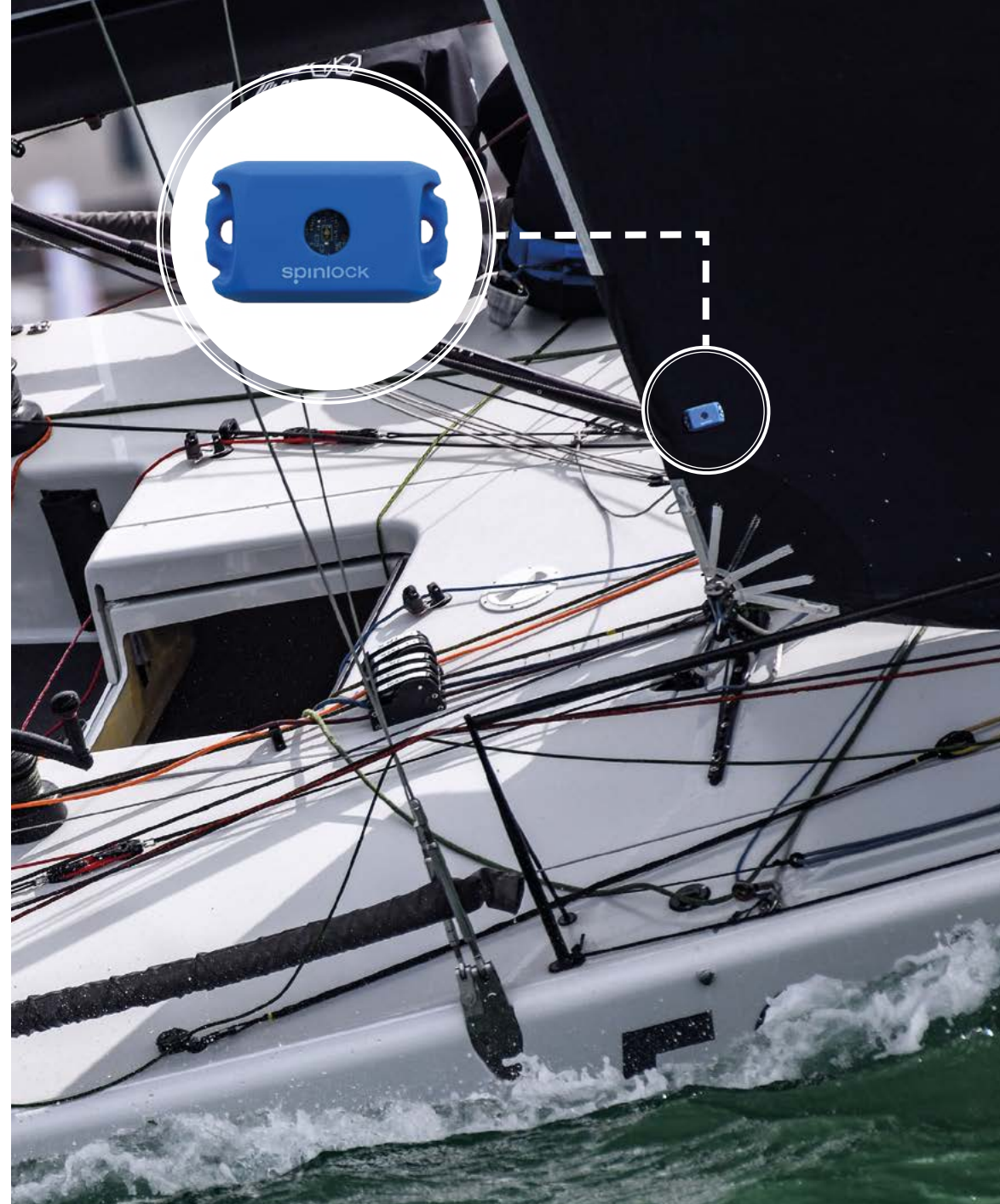
Sail-Sense attaches permanently to the clew of any sail, capturing key performance and usage data including hours of use, flogging, UV exposure, tacks/gybes and sail location.

## FEATURES

- // Tamper-proof record of a sails lifetime history
- // See how, when and where a sail has been used
- // Sail location can be tracked between boat & storage
- // Track races or passages in high resolution 'Live' mode
- // Record, review and export data from Sail-Sense app
- // Integrated sailmaker service record logging
- // Full sail inventory management system
- // Mobile access to your sail data
- // Negligible size and weight



**SPINLOCK.CO.UK**





## 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.

## PART 2 THE RACES – OFFSHORE PROGRAMME – RORC Transatlantic Race – 8 January 2023

For information only. See event Notice of Race at [rorctransatlantic.rorc.org](http://rorctransatlantic.rorc.org)

### ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club.

### RACE DATE

Start: Sunday 8 January 2023

### COURSE

Lanzarote, Canary Islands to Grenada, Caribbean.

Approximately 2,995 nautical miles.



Photo: RORC/James Mitchell

The ninth edition of the RORC Transatlantic Race will once again start in its new time slot of early January. Departing from the volcanic island of Lanzarote, crews can expect a tricky exit from the Canary Islands, avoiding their long wind shadows before setting out on the Atlantic crossing. Here the aim is to key into the trade winds, while hoping for a fast balmy 2,995 mile ride across to the tropical paradise island of Grenada in the Caribbean.

From the outset, the race has been warmly supported by the Calero family, their Marina Lanzarote in Arrecife providing the pre-race berthing for competitors. Their hospitality is legendary, with Calero Marinas hosting a welcome party and crew dinner during the pre-departure week.

Following a record 30 starters in 2022, entries for 2023 are steadily building: Returning to defend their line honours victory will be Giovanni Soldini's Multi70 *Maserati*, which will face the new MOD70 team of Frank Sloopman's *Snowflake* with a crew led by Gavin Brady. A host of 50-footers will compete, including the Botin 56 *Black Pearl* and past overall winner Eric de Turckheim's NMYD 54 *Teasing Machine*, while it will be the first competitive outing for Arto Linnervuo's DSS-equipped Infiniti 52 *Tulikettu*. As if 3,000 miles was not challenging enough, some teams will be racing doublehanded, including Katherine Cope's all-female entry on the Sun Fast 3200 *Purple Mist*, and father and son Peter and Duncan Bacon on the Sun Fast 3300 *Sea Bear*.

Run in association with the Yacht Club de France and the International Maxi Association (IMA), this is one of several RORC events where yachts greater than 100ft are permitted to race in a Super Yacht class. Entries in this include the Swan 115 *Jasi*, the former *Odin* and now under new ownership. Larger yachts have excelled historically with four maxi yachts having won the RORC Transatlantic Race Trophy for IRC Overall. The hot prospect this year is the maxZ86 *Way of Life* skippered by Slovenian former Olympic Finn sailor Gašper Vinčec.

Alongside prizes for the MOCRA multihulls, Class40s and the IMA Transatlantic Trophy for first monohull to finish, competitors can also vie for the RORC Caribbean Series Trophy, 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 – 20 February

For information only. See event Notice of Race at [caribbean600.rorc.org](http://caribbean600.rorc.org)  
**ORGANISING AUTHORITY**

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

**RACE DATE**

Start: Monday 20 February 2023

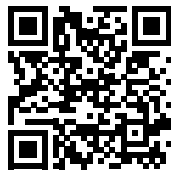


Photo: RORC/Mags Hudgell

The 14th edition of the RORC Caribbean 600 this year, for the first time, will be part of the inaugural RORC Caribbean Series. The first part of this will be an inshore series starting on 14 February. This will begin with two days of coastal racing off English Harbour followed by the Antigua 360 race around the island. Three days later will be the main event, the 600-mile offshore race itself. The series will be open to yachts racing under IRC, CSA and MOCRA and other classes.

The RORC Caribbean 600 has been a hugely popular addition to the RORC programme since it was established in 2009, attracting an international fleet annually. The tactically demanding course starts from under the Pillars of Hercules in English Harbour, Antigua before winding its way around 11 Caribbean islands, including St Maarten, St Barth and Guadeloupe.

With no upper limit on length, the RORC Caribbean 600 is one of a handful of RORC races catering for the supermaxis which, combined with classes for classics, doublehanders and multihulls, makes this one of the most diverse yacht racing fleets. It is also the opening event of the International Maxi Association's 2023 Caribbean Maxi Challenge.

In 2022 competition was sizzling: Christopher Sheehan's pro team on board the *Pac52 Warrior Won* took IRC Overall (see p69), while a new multihull race record was set by Jason Carroll's MOD 70 *Argo* of 29 hours 38 minutes 44 seconds, with previous record holder Giovanni Soldini's *Maserati* just 2 minutes adrift. The current monohull race record was set in 2018 by George David's *Rambler 88* with a time of 37 hours 41 minutes 45 seconds.

For yachts taking part in the RORC Transatlantic Race as well, there is the opportunity to win the RORC Caribbean Series Trophy for the IRC-rated boat with the best combined score.

## PART 2 THE RACES – OFFSHORE PROGRAMME – Cervantes Trophy Race – 29 April

### 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 29 April 2023. First Warning Signal: 0750 from the RYS Cowes, to the West. HW: Portsmouth 0700 3.4m

### 2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

### 2.4 ENTRY

Entry opens at 1200 on Tuesday 3 January 2023

### 2.5 CLOSING DATE/RATING DEADLINE

Thursday 20 April 2023

### 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

Bonus Points 0. NoR 1.12

### 2.14 RACE PRIZES AND TROPHIES

#### 2.14.1 Trophies

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 30 May 2023 at 1200 (local time) at the Société des Régates du Havre. Trophies and RORC Medallions will be presented at 1930hrs on Thursday 22 June, at the London 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 28 April 2023. Please contact the Cowes Clubhouse directly for further information.

Telephone : +44 1983 293581

Email: cowes@rorc.org



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

The traditional RORC domestic season opener has long been the Cervantes Trophy race. This year, as usual, it is held over the early May Bank Holiday weekend and the fleet will again be bound for Le Havre.

The French port city is a popular destination, boasting unusual modernist architecture for which it has been recognised as a UNESCO World Heritage site. This is a by-product of the heavy bombing the city sustained during World War II, after which it was substantially rebuilt.

Cross-Channel ferries make this a readily accessible destination for visiting race supporters.

Starting from the RYS line, competitors can expect a course to Le Havre, via marks as appropriate to prevailing conditions. Awaiting them will be the warm welcome of the oldest yacht club in France, the Société des Régates du Havre, which was founded in 1838.



## PART 2 THE RACES – OFFSHORE PROGRAMME – De Guingand Bowl Race – 13 May

### 2.1 ORGANISING AUTHORITY

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

### 2.2 RACE DATE

Start: Saturday 13 May 2023. First Warning Signal: 1050, from the RYS Cowes to the East. HW: Portsmouth 0624 3.9m

### 2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

### 2.4 ENTRY

Entry opens at 1200 on Tuesday 3 January 2023

### 2.5 CLOSING DATE/RATING DEADLINE

Thursday 4 May 2023

### 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.

### 2.13 SCORING

Bonus Points 0. See NoR 1.12

### 2.14 RACE PRIZES AND TROPHIES

#### 2.14.1 Trophies

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 1930hrs on Thursday 22 June, at the London 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 12 May 2023. Please contact the Cowes Clubhouse directly for further information.

Telephone: +44 1983 293581

Email: [cowes@rorc.org](mailto:cowes@rorc.org)

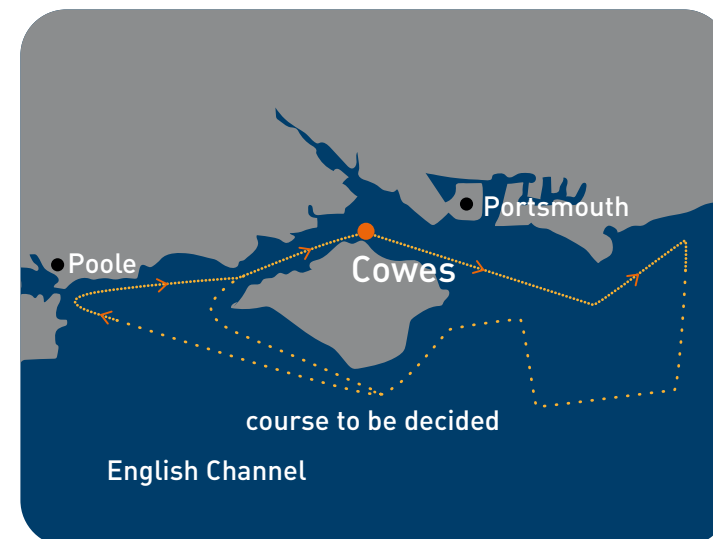


Photo: RORC/Paul Wyeth/pwpictures.com

The De Guingand Bowl race was named after E.P. 'Buster' de Guingand, the highly influential former RORC Vice Commodore who helped mastermind the evolution of the IOR rule in 1969 and donated the coveted De Guingand Bowl for the race's overall winner.

The race was previously run to various destinations, but in recent years it has settled into a course round marks, finishing in the Solent. The course is only designed in the days before the race, based on the latest weather forecast, with the aim, if possible, of creating a tactically interesting large windward-leeward course, making this one of the more challenging 24-36 hour races. In 2022 the race saw all conditions – from zephyrs to over 20 knots – providing the 75-strong fleet with immense challenges.

Astonishingly, the doublehanded fleet swept the board with seven finishing inside the top 10 overall. This included the Sun Fast 3300 *Atomic*, sailed by Gareth Edmondson and Hugh Brayshaw (see p72), which won the De Guingand Bowl for IRC Overall. It was a close run thing – they crossed the line only one second ahead of sistership *Red Ruby*, sailed by Americans Christina and Justin Wolfe.

Alongside the De Guingand Bowl, the St Barbara Trophy (named after the Royal Artillery Yacht Club's series of yachts) is awarded for IRC One, the Stewart Cup for IRC Two, the Auclair Trophy for IRC Three and the David Maufe Salver for IRC Four.

## PART 2 THE RACES – OFFSHORE PROGRAMME – North Sea Race – 19 May

### 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 19 May 2023. First Warning Signal: 1020, near the entrance of Harwich Harbour. HW: Harwich 1228 4.0m

### 2.3 CLASSES

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

### 2.4 ENTRY

Entry opens at 1200 on Tuesday 3 January 2023

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. 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 11 May 2023

### 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

Bonus Points 10. See NoR 1.12

### 2.14 RACE PRIZES AND TROPHIES

#### 2.14.1 IRC Trophies

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 21 May 2023, 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: IRC and ORC Regatta

16 May: Vuurschepen Race, Scheveningen – Harwich

19 May: North Sea Race (RORC), Harwich – Scheveningen

21 – 24 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



A classic among classics, the North Sea Race has its origins in the Maas Race when it was run by the Royal Maas Yacht Club. Restarted in 1946 by the RORC, in its post-war years the course had to be approved by the Admiralty, taking into account potential hazards such as unexploded mines.

The race starts outside Harwich before proceeding around the Galloper wind farm and on north to Smith's Knoll Buoy – the two notable marks in the course – before finishing in Scheveningen. The race is known today for its navigational challenges, including oil rigs, wind turbines and commercial traffic.

Boosting its popularity is its inclusion in the EAORA points championship as well as being part of the Dutch-run North Sea Regatta. It is preceded by a feeder race to Harwich, the Vuurschepen Race, and an inshore regatta after the finish.

At the lively prize-giving hosted by the Yacht Club Scheveningen, competitors can win a number of prestigious trophies including the Goeree Challenge Cup for



IRC Overall. In 2022 this was won by the JPK 11.80 *Il Corvo*, owned by Astrid de Vin and skippered by Roeland Franssens, after a tactically challenging race.





## PART 2 THE RACES – OFFSHORE PROGRAMME – Myth of Malham Race – 27 May

### 2.1 ORGANISING AUTHORITY

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

### 2.2 RACE DATE

Start: Saturday 27 May 2023. First Warning Signal: 0750, RYS Cowes, to the West. HW: Portsmouth 0506 3.8m

### 2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

### 2.4 ENTRY

Entry opens at 1200 on Tuesday 3 January 2023

### 2.5 CLOSING DATE/RATING DEADLINE

Thursday 18 May 2023

### 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

Bonus Points 10. See NoR 1.12

### 2.14 RACE PRIZES AND TROPHIES

#### 2.14.1 Trophies

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

### 2.14.2 RORC PRIZES

IRC Zero, Class40, Multihull;  
RORC Medallions.

### 2.15 PRIZE-GIVING

Trophies and RORC Medallions will be presented at 1930hrs on Thursday 22 June, at the London 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 26 May 2023, and breakfast orders for the morning of the start on Saturday 27 May. Please contact the Cowes Clubhouse directly for further information.

Telephone : +44 1983 293581

Email : [cowes@rorc.org](mailto:cowes@rorc.org)



The Myth of Malham Race shares its name with the radical double Fastnet-winning yacht owned by former RORC Commodore John Illingworth. The boat's name itself came from the Malhamdale valley in northwest Yorkshire where Illingworth had lived as a boy. This was apt, given the northern grit and determination required for this challenging 235-mile race along the south coast to round the Eddystone Lighthouse south of Plymouth, returning to finish in the Solent.

While still one of the longer ones in the domestic season, the race takes on new meaning during a Rolex Fastnet Race year

when it mirrors the initial phase of the longer course. This makes for a handy 'rehearsal' and ensures a large turn-out. Depending upon the conditions, the challenge lies ultimately in the complex tidal gates along the south coast's notorious headlands.

In 2022 the 68-strong fleet enjoyed a downwind start followed by varied 5-25 knot conditions and a significant sea state. In the end the race was another notch in the belt for RORC Commodore James Neville's HH42 *Ino XXX*, taking home the Myth of Malham Cup for IRC Overall while the line honours winner was Niklas Zennström's CF-520 *Rán 8*.

Photo: RORC/Paul Wyeth/pwpictures.com

## PART 2 THE RACES – OFFSHORE PROGRAMME – Volvo Dun Laoghaire to Dingle Race – 7 June

For information only. See event Notice of Race at [www.d2drace.ie](http://www.d2drace.ie)

**ORGANISING AUTHORITY**

National Yacht Club of Ireland

**RACE DATE**

Start: Wednesday 7 June 2023

**COURSE**

Dún Laoghaire to Dingle. Approximately 270 nautical miles

**RORC SEASON'S POINTS CHAMPIONSHIP**

The Dún Laoghaire to Dingle Race is part of the RORC Season's Points Championship - Bonus Points 10. See this NoR 1.1 & 1.12.

**WORLD SAILING OFFSHORE SPECIAL REGULATIONS**

Category 3 plus Category 2 liferaft.



Photo: Con Murphy

The Volvo Dun Laoghaire to Dingle race is joining the RORC programme this year as a qualifier for the Rolex Fastnet Race, convenient for yachts located on England's northwest coast, or in Ireland. The biennial race is run by the Dun Laoghaire-based National Yacht Club, which celebrated its 150th anniversary in 2020.

Starting in the afternoon from the Irish yachting hub of Dun Laoghaire, on the outskirts of Dublin, the course is essentially a 270-mile track round the eastern and southern coasts of Ireland to Dingle, on the southwest corner overlooking the Atlantic.

Seen as a 'perfect mini offshore', it will provide a good test of boat and crew. The course involves navigating the tricky sandbanks of Ireland's east coast and the Tuskar Rock lighthouse, with its formidable reputation, having destroyed more ships than any other Irish coastal feature with 178 wrecks listed in the area. The race then enters the open waters of the Celtic Sea, past the Fastnet Rock and up into the Atlantic.

This year the timing of the race ensures competitors can travel on to Kinsale in time to participate in Sovereigns Week (21-24 June) and after, the Volvo Dun Laoghaire Regatta (6-9 July). It will also form part of the Irish Sea Offshore Racing Association (ISORA) series.

In 2021 the race was a challenging one with long legs beating upwind through a lumpy sea state. Of the 38 starters it was won overall under IRC by Denis Murphy's family and friends crew on his Grand Soleil 40 *Nieulargo*. The record to beat is still held by the 94ft Southern Wind *Windfall* at 24 hours 48 minutes.



## PART 2 THE RACES – OFFSHORE PROGRAMME – East Coast Race – 15 June

For information only. See event Notice of Race at [www.eaora.org.uk](http://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: Thursday 15 June 2023

### COURSE

Burnham on Crouch to Ostend. Approximately 100 nautical miles

### RORC SEASON'S POINTS CHAMPIONSHIP

The East Coast Race is part of the RORC Season's Points Championship – Bonus Points 0. See this NoR 1.1 & 1.12.

### WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 plus Category 2 liferaft.



Since the RORC began two races from Burnham-on-Crouch in 1934, the North Sea Race and the East Coast Race, the East Coast Race has become a mainstay of the season. It does a good job in encouraging south coast competitors to venture east, as well as catering for the large offshore racing community already based there.

Run in association with the East Anglian Offshore Racing Association (EAORA), which was established in 1950 and spans 23 east coast yacht clubs, the East Coast Race has started over the years from EAORA member clubs at Burnham-on-Crouch, West Mersea and Harwich, and, after crossing the North Sea, finishes alternately at Ostend, in Belgium, and Breskens, in the Netherlands.

This year the race will be starting in Harwich and finishing at Ostend. Competitors can look forward to the warm hospitality of Haven Ports Yacht Club, at Levington on the River Orwell, before the race start. Once out on the east coast, competitors should expect to face challenging shallow waters and tidal streams as they navigate a path around the wind farms before setting a course to the popular seaside location of Ostend and its welcoming Royal North Sea Yacht Club.

Photo: Claire Scott

## PART 2 THE RACES – OFFSHORE PROGRAMME – Morgan Cup Race – 16 June

### 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 16 June 2023. First Warning Signal: 1750, from the RYS Cowes, to the East. HW: Portsmouth 1053 4.3m

### 2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

### 2.4 ENTRY

Entry opens at 1200 on Tuesday 3 January 2023

### 2.5 CLOSING DATE/RATING DEADLINE

Thursday 8 June 2023

### 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 18 and 24 hours. The race area will be defined in the Sailing Instructions with the race finish in Dartmouth.

### 2.13 SCORING

Bonus Points 0. See NoR 1.12

### 2.14 RACE PRIZES AND TROPHIES

#### 2.14.1 Trophies

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

#### 2.14.2 RORC PRIZES

RORC Medallions.

#### 2.15 PRIZE-GIVING

The Morgan Cup trophies will be presented at the Royal Thames Yacht Club prize giving dinner (date TBC). Trophies and RORC Medallions will be presented at 1930hrs on Thursday 22 June, at the London 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

Telephone : +44 1983 293581

Email : [cowes@rorc.org](mailto:cowes@rorc.org)



Photo: Richard Szejewski

The Morgan Cup is unique in the RORC calendar as a race organised by the RORC, but competing for a list of trophies – including the prestigious Morgan Cup Trophy itself – that are maintained and awarded by the Royal Thames Yacht Club (RTYC). The central trophy was donated to the RTYC in 1929 by John and Junius Morgan – members of the banking dynasty – with the RORC cooperating in running the race even in the 1930s before it joined the calendar in 1950. Today it is run in association with the RTYC and the trophies are awarded at the RTYC Annual Dinner.

The race has finished in various destinations over the years, including Guernsey and Dieppe among others. This year, as last, it will be returning to Dartmouth, a popular, attractive harbour town with the lively Royal

Dart Yacht Club – located on the Kingswear side of the river – ready with a warm welcome.

In 2022 the race to Dartmouth was won by the doublehanded crew on the Sun Fast 3300 *Chilli Pepper*, father and daughter team Jim and Ellie Driver, winning by just 35 seconds from fellow doublehanded sistership *Rockit*.

The other trophies at stake include the Knightsbridge Cup for IRC One, Queenborough Cup for IRC Two, Charles Ball Challenge Cup for IRC Three, Warsash Cup for IRC Four and the Colin Campbell Challenge Cup for IRC Two-Handed.



## PART 2 THE RACES – OFFSHORE PROGRAMME – La Trinité to Cowes Race – 2 July

For information only. See event Notice of Race at [www.snt-voile.org](http://www.snt-voile.org)

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

### ORGANISING AUTHORITY

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

### RACE DATE

Sunday 2nd July 2023



Originally designed as a feeder for yachts from southern Brittany wishing to take part in the Cowes-Dinard-St Malo, La Trinité to Cowes by Actual joined the RORC programme in 2018, becoming part of the RORC Season's Points Championship in 2021. It is organised by the Société Nautique de La Trinité-sur-Mer in association with the RORC.

The fleet starts out of the Baie de Quiberon, rounding the tip of the Quiberon peninsula before heading northwest up Brittany's Atlantic coast. This 350-mile course tests competitors the whole way, from navigating infamous tidal gates, such as those at the Pointe Penmarc'h and the Raz de Sein, to making key decisions such as whether to proceed up the rock-strewn Chenal du Four, between Ushant and the mainland, or sail around Ushant's seaward side and face the full force of the Atlantic.

After this, the fleet must avoid the traffic separation schemes as they sail the final passage northeast across the Channel with the final hurdle being the entry past the Needles and Hurst up the western Solent to the finish line off Cowes. Here the RORC Cowes Clubhouse will host a prize-giving and a post-race dinner for finishing crews, before the Cowes-Dinard-St Malo.

After the pandemic redirected the finish to Cherbourg in 2021, in 2022 the race returned to conclude in Cowes where RORC Vice Commodore Eric de Turckheim's NMYD 54 *Teasing Machine* was the runaway leader on the water, translating into a convincing victory in IRC Overall for a consecutive year.

Photo: Eric Rousseau

## PART 2 THE RACES – OFFSHORE PROGRAMME – Cowes Dinard St Malo Race – 7 July

### 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 7 July 2023. First Warning Signal: 1450, RYS Cowes, to the West. HW: Portsmouth 1540 4.7m

### 2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

### 2.4 ENTRY

Entry opens at 1200 on Tuesday 3 January 2023

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 29 June 2023

### 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

Bonus Points 0. See NoR 1.12

### 2.14 RACE PRIZES AND TROPHIES

#### 2.14.1 Trophies

King Edward VII Cup	BCT IRC
Derek Boyer Trophy	2nd BCT IRC
Lloyds of London Salver	IRC Zero
Noryema Trophy	IRC One
Yeoman Bowl	IRC Two
Yacht Club de Dinard Trophy	IRC Three
IR Trophy	IRC Four
Slingshot Trophy	Two-Handed Class
Sandison Memorial Salver	1st Monohull home
John West Trophy*	Club Challenge for two yacht teams scored in IRC Overall

Newcome Hoare Trophy*	Best IRC yacht on corrected time with 25% of the crew under 25
Roulette Trophy	Best Contessa 32 belonging to the Class Association
Spica Trophy*	Best IRC 4 boat, 38ft and under, with a crew made up of at least 3 family and friends
Yacht Club de France Shield	Awarded at the discretion of the Yacht Club de France
The Dinard Trophy	1st Multihull Home
Yachts and Yachting Cauldron	BCT MOCRA Rating Rule

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

#### 2.14.2 Prizes

Class40. RORC Medallions.

#### 2.15 PRIZE-GIVING

Sunday 9 July 2023 at 1000 (local time), at the Société Nautique de la Baie de St. Malo. Trophies and RORC medallions will be presented at 1600 hrs on Saturday 2 September at the Cowes Clubhouse, The Parade, Cowes, Isle of Wight PO31 7QU. 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 6 July 2023. Please contact the Cowes Clubhouse directly for further information.

Telephone: +44 1983 293581

Email: [cowes@rorc.org](mailto:cowes@rorc.org)

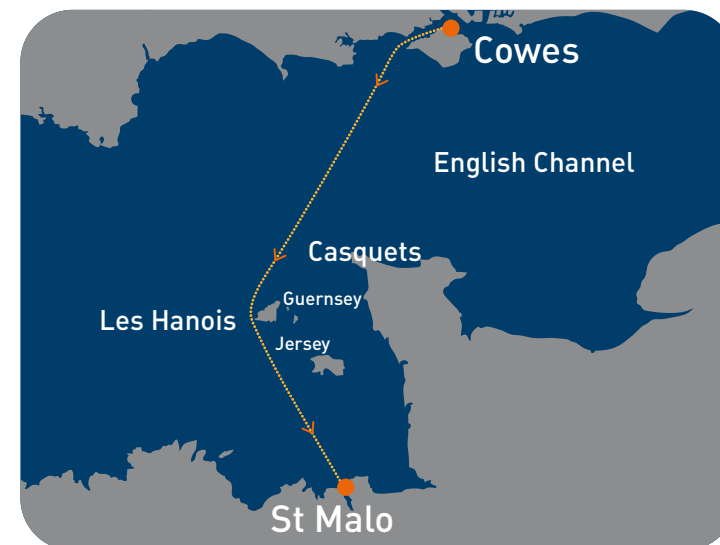
#### Race Office

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.



The Cowes-Dinard-St Malo has a long history, dating back to 1929 when the Club was invited to revive a pre-World War I race to St Malo by the Club Nautique de la Rance in Dinard. Raced initially to Dinard, and known as the Dinard Race, it became one of the Club's most popular events in the 1930s before World War II disrupted it, but it was revived once more in 1945.

Today the race is one of the most popular in the Club's calendar, with boats heading to the Solent for the start from the UK, France and elsewhere in Europe. The course, from the Royal Yacht Squadron line, takes the fleet across the Channel to the east of the Casquets TSS and on to the Channel Islands, Alderney and Les Hanois before heading south to finish outside the imposing walls of St Malo. The large fleet this race attracts not only look forward to a warm welcome by the Société Nautique de la Baie de St Malo, but also the bustling old town renowned for its battlement, as well as excellent restaurants and bars.



Photo: RORC/Paul Wyeth/pwpictures.com





PREPARE NOW FOR THE  
**ULTIMATE** CHALLENGE

**50<sup>th</sup>**  
EDITION

DESTINATION CHERBOURG-EN-COTENTIN



Credit: Kurt Arrigo

## PART 2 THE RACES – OFFSHORE PROGRAMME – Rolex Fastnet Race – 22 July

For information only. See event Notice of Race at [www.rolexfastnetrace.com](http://www.rolexfastnetrace.com)

### ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club, in association with the Yacht Club de Cherbourg  
Start: Saturday 22 July 2023.

### COURSE

Cowes - Fastnet Rock - Cherbourg. Approximately 695 nautical miles.



Photo: ROLEX/Kurt Arrigo

The Club's premier event will be celebrating its 50th edition in 2023. First held in 1925, when it was originally called 'The Ocean Race', the Rolex Fastnet Race has gone from strength to strength to its present position as the world's largest offshore yacht race. A fleet of more than 400 is expected for this special edition, including the cream of the French offshore classes - such as the giant Ultimes, IMOCA's and Class40s - and the massive IRC fleet that spans maxis down to family cruiser-racers, including an ever-growing doublehanded class.

The Rolex Fastnet Race regularly provides some of the most exhilarating offshore sailing, especially on the crossing of the Celtic Sea to the Fastnet Rock, when crews can experience the full brunt of the Atlantic Ocean.

With typically prevailing winds from the west, the race is highly challenging with numerous major navigational features such as Hurst Narrows and the Shingles, Portland Bill, Start Point, the Lizard, and choices over whether to stay out in the Channel or head in to avoid the foul tide. There is the choice of passing east or west of the Traffic Separation Scheme off Land's End and whether it is beneficial, or possible, to take the rhumb line to the Fastnet Rock or to head west or east of it, with similar choices to be made on what is often the highlight of the race - the speedy blast reach back to Bishop Rock.

For a second occasion the race will finish at Cherbourg-en-Cotentin in France. This has extended the course from its original length of 608 miles (to Plymouth) to 695 miles, with the major navigational hurdle just short of the finish: the Alderney Race, which can run at up to 10 knots.

This year's Rolex Fastnet Race will again be early, starting on Saturday 22 July, the week before Cowes Week, but allowing Cowes Week competitors time to return to the Solent. The earlier date has the benefit of more mooring opportunities in Cowes allowing teams to arrive early and to attend the special celebrations of this anniversary edition of the race. The Race Office will be open in Cowes, Hamble and Cherbourg from 17 July and the race village in Cherbourg will be open several days prior to the start, from where the French pro classes will set sail for the start.

At the finish, Cherbourg is capable of berthing the whole fleet in its Port Chantereyne and the Club is pleased to be working with L'Association Arrivée Fastnet Cherbourg in partnership with the town of Cherbourg-en-Cotentin, Communauté d'Agglomération du Cotentin and the Département de la Manche et Région Normandie to lay on a special welcome for competitors, with a public hugely enthusiastic and knowledgeable about offshore racing, plus the usual attractions to undernourished offshore sailors of excellent food and wine.



## PART 2 THE RACES – OFFSHORE PROGRAMME – Channel Race – 12 August

### 2.1 ORGANISING AUTHORITY

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

### 2.2 RACE DATE

Start: Saturday 12 August 2023. First Warning Signal: 0850, RYS Cowes, to the West. HW: Portsmouth 0932 3.8m

### 2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

### 2.4 ENTRY

Entry opens at 1200 on Tuesday 3 January 2023

### 2.5 CLOSING DATE/RATING DEADLINE

Thursday 3 August 2023

### 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.

### 2.13 SCORING

Bonus Points 0. See NoR 1.12

### 2.14 RACE PRIZES AND TROPHIES

### 2.14.1 Trophies

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 1600 hrs on Saturday 2 September at the Cowes Clubhouse, The Parade, Cowes, Isle of Wight PO31 7QU. 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 11 August 2023, and breakfast orders for the morning of the start on Saturday 12 August 2023. Please contact the Cowes Clubhouse directly for further information.

Telephone: +44 1983 293581

Email: [cowes@rorc.org](mailto:cowes@rorc.org)

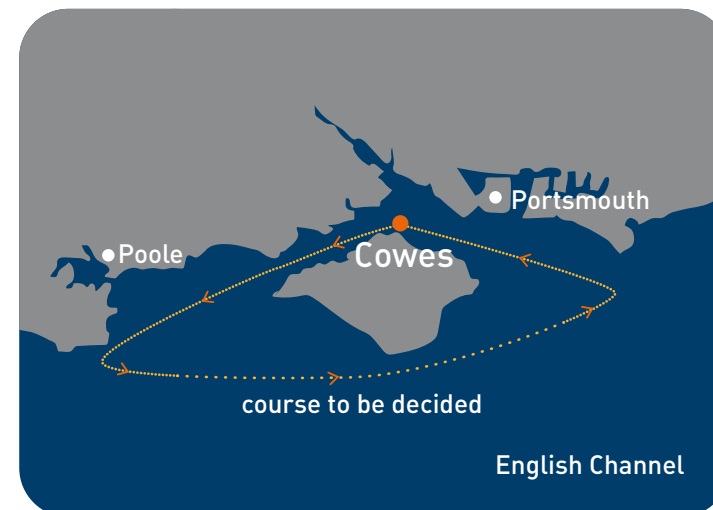


Photo: RORC/Rick Tomlinson/[rick-tomlinson.com](http://rick-tomlinson.com)

First run in 1928, the Channel Race (or the 'Junior Ocean Race', as it was known, reflecting its relative status to the Fastnet Race, then known as the 'Ocean Race') was the second race ever to be established by the 'Ocean Racing Club' as it was then. Originally it was aimed at smaller entries.

Since the first event with its 12 starters, won by future RORC Commodore Robert Somers set aboard his 34ft cutter *Penboch*, the race has been a stalwart in the programme. Like the Fastnet Race, for many years the Channel Race gained prominence as the opening offshore race of the Admiral's Cup series. Unlike the majority of the RORC's programme, the Channel Race was never intended to finish in a specific destination, but

was always a designed course set from Cowes, running in those days as far as the Cherbourg breakwater before returning to finish back in Cowes, via the Nab. Today, the course is set in the days just prior to the start, taking prevailing conditions into account, and promises a challenging 24-hour race, as ever, finishing back in the Solent.

In 2022 the Channel Race was won overall by Niklas Zennström's latest *Rán 8* which claimed the Channel Challenge Cup. Other trophies at stake include the Stetson Plate for IRC One and various Royal Albert Yacht Club Trophies for IRC Two, Three and Four. IRC Two-Handed's winner receives the Assegai Bowl, while first home receives the Hugh Astor Trophy, originally donated by the one-time owner of The Times.

## PART 2 THE RACES – OFFSHORE PROGRAMME – Castle Rock Race – 1 September

### 2.1 ORGANISING AUTHORITY

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

### 2.2 RACE DATE

Start: Friday 1 September 2023. First Warning Signal: 1750, RYS Cowes, to the East. HW: Portsmouth 1309 5.0m

### 2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

### 2.4 ENTRY

Entry opens at 1200 on Tuesday 3 January 2023

### 2.5 CLOSING DATE/RATING DEADLINE

Thursday 24 August 2023

### 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.

### 2.13 SCORING

Bonus Points 0. See NoR 1.12.

### 2.14 RACE PRIZES AND TROPHIES

#### 2.14.1 Trophies

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

#### 2.14.2 RORC Prizes

IRC Zero, Class40, Multihull.

RORC Medallions.

#### 2.15 PRIZE-GIVING

Trophies will be presented at 1600 hrs on Saturday 2 September at the Cowes Clubhouse, The Parade, Cowes, Isle of Wight PO31 7QU. 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 31 August 2023, and breakfast orders for the morning of the start on Friday 1 September 2023. Please contact the Cowes Clubhouse directly for further information.

Telephone: +44 1983 293581

Email: [cowes@rorc.org](mailto:cowes@rorc.org)



With the Rolex Fastnet Race finishing in Cherbourg, the decision was made to repeat the 2021 arrangement when the usual domestic season-ending sprint, the Cherbourg Race, was replaced with the Castle Rock Race. This will consist of a 75-mile designed course, round marks, starting from the Royal Yacht Squadron line, based on prevailing conditions at the time. Yachts can return to the Cowes Clubhouse for post-race refreshment where there will be a warm welcoming atmosphere.

At stake will be the usual line-up of trophies used for the Cherbourg Race: the Cherbourg Trophy for IRC Overall; the Quailo Cup for IRC

One; the Trophée des Deux Manches for IRC Two; Yacht Club de France Trophy for IRC Three and Jolie Brise Trophy for IRC Four. The IRC Two-Handed winner receives the RORC Trophy. In 2022, the Cherbourg Trophy winner was Mike Moxley's HOD 35 *Malice*, after a light wind, highly tactical race, despite it being on the usual, supposedly straightforward, rhumb line course to Cherbourg.

As the last event in the calendar to impact upon the Season's Points Championship, the Castle Rock Race has the ability to be a make-or-break event for competitors seeking the last few points required to sail up the leaderboard.

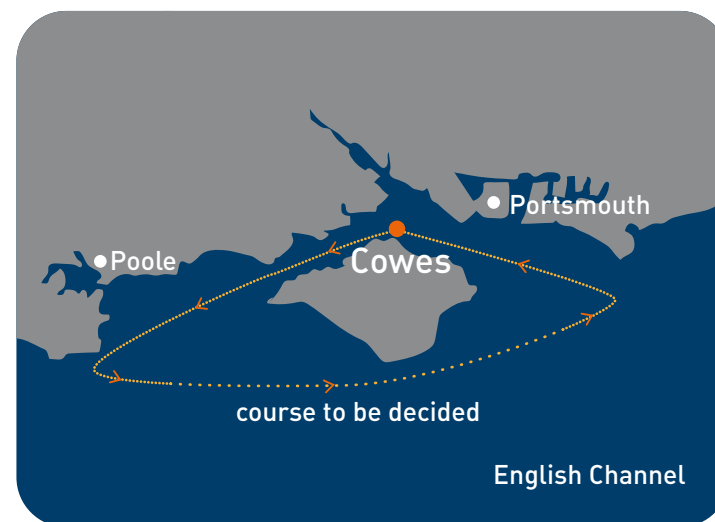


Photo: James Tomlinson/[jamestomlinsonphotography.co.uk](http://jamestomlinsonphotography.co.uk)



## PART 2 THE RACES – IRC Double Handed National Championship – 1/9 September

For information only. See event Notice of Race at [www.rorc.org](http://www.rorc.org)

### ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club.

### RACE DATE

Friday 1 and Saturday 9 September 2023.

### CLASSES

IRC

### ENTRY

Entry opens at 1200 on Tuesday 3 January 2023

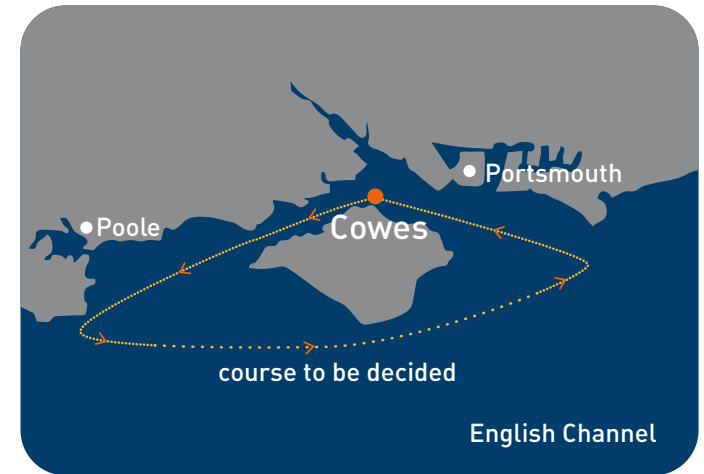
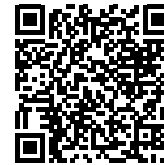


Photo: RORC/Rick Tomlinson/[rick-tomlinson.com](http://rick-tomlinson.com)

Since 2005, when the RORC became one of the first clubs to introduce an IRC Two-Handed class into all the offshore events within its programme, this area of the sport has continued to grow and grow. Typically the quality is high, since shorthanded offshore racing usually isn't a pastime for sailing novices. Its advocates also enjoy the minimal logistics required and the lower cost and management compared to racing with a full crew.

While doublehanded offshore racing has always been big in France, with major events such as the Transat Jacques Vabre, Transquadra and the Figaro class' Transat AG2R, internationally the discipline had a momentary shot in the arm when it looked set to become a new 'event' for the 2024 Olympic Games in France. As an indication of its popularity, of the 337 starters in the 2021 Rolex Fastnet Race, 57, or 17% of the fleet, were in the IRC Two-Handed class. In 2013 father and son team of Pascal and Alexis Loison became the first doublehanded crew to win the Rolex Fastnet Race outright, and since then it has become usual for doublehanders to fill top positions in both the race's IRC Three and Four classes.

The IRC Double Handed National Championship is a more recent phenomenon, but in 2022 struck upon its best format with two races held over consecutive weekends, both of which were offshores – for previous editions only one race was an offshore; the other a series of round the cans races.

In 2021 the event comprised the Cherbourg Race's IRC Two-Handed class, culminating in a stand-alone overnight race the following weekend. The final results were impressively close - just six points separating the winners - Mike Yates and Will Holland on the J/109 *Jago* - from sixth overall, Mike Moxley and Tom Bridge, on the HOD 35 *Malice*, who on the first weekend had won the Cherbourg Race outright.

For 2023, the Championship will follow a similar format, only starting with the Castle Rock Race. This overnight race will start and finish off Cowes and will take the fleet around marks, set according to the wind direction and strength, with the aim of making the race duration last 12-18 hours.

This will then be followed the next weekend by a longer 120-mile race. In 2022 this took the boats down to East Shambles in Weymouth Bay, around the south side of the Isle of Wight to the South Pullar buoy off Selsey Bill, before returning to Cowes. The exact course will be announced closer to start time.

## PART 2 – THE RACES – OFFSHORE PROGRAMME – Rolex Middle Sea Race – 21 October

For information only. See event Notice of Race at: [www.rolexmiddlesearace.com](http://www.rolexmiddlesearace.com)

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

### RACE DATE

Start: Saturday 21 October 2023

### CLASSES

IRC, ORC & MOCRA

### WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 2

### COURSE

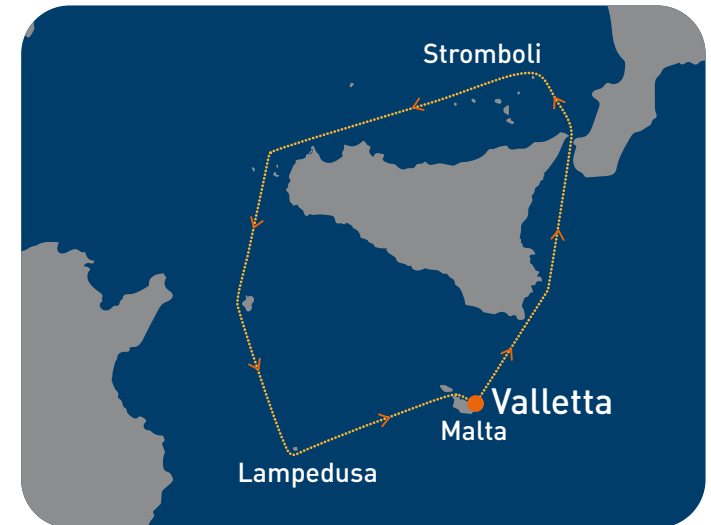
Starting from Malta, boats will sail a course leaving to port the Island of Sicily, the Aeolian Islands (including Strombolicchio), the Egadi Islands (except Marettimo Island), Pantelleria and Lampedusa Islands, through the South Comino Channel, keeping Malta to starboard, to the finish in Malta. The Islands of Ustica, Linosa and Lampione are not marks of the course. Approximately 630 miles.

### ENTRY

Please enter through the Royal Malta Yacht Club

Tel: +356 21 33 31 09

Email: [info@rmypc.org](mailto:info@rmypc.org)



The Rolex Middle Sea Race has long held strong ties with the Club having been originally created by two members Alan Green and Jimmy White, along with Paul and John Ripard of the Royal Malta Yacht Club (RMYC). First run in 1968 it originally took place on an clockwise lap of Sicily, starting and finishing in Malta.

After a 13 year hiatus, the event was revived by the RMYC in 1996, attracting the backing of Rolex SA. Since then it has gone from strength to strength with a record entry of 130 yachts in 2018, its 50th anniversary.

Its success lies in its exceptional course: the fleet starts to Howitzer fire off the magnificent walled ramparts of Valletta's Grand Harbour, heads up Sicily's east coast past Mount Etna, through the busy Strait of Messina, and north to the active volcano, Stromboli. Rounding Sicily, the yachts turn south, making for the islands of Pantelleria, close to the African coast, and Lampedusa before returning to finish in Valletta.

Taking place in the Mediterranean autumn, conditions are often highly variable, with anything from sudden storms to glassy calms. On the one hand 2021 saw brisk conditions with new monohull and multihull records set by *Comanche* and *Argo* respectively. On the other, 2022 saw brutally light winds, the race won overall by RORC Vice Commodore Eric de Turckheim's *Teasing Machine*.

For 2022 the RORC's own Chris Stone became the event's Race Director and Stefan Kunstmann its PRO.



## PART 2 THE RACES – INSHORE PROGRAMME

### RORC Easter Challenge

For information only. See event Notice of Race at [www.rorc.org](http://www.rorc.org)

While the RORC Easter Challenge is the traditional start to the RORC's domestic season, it remains unique in the calendar for being a training regatta offering FREE COACHING! Crew are able to benefit from on-the-water tuition, overseen by the RORC's coaching team led by America's Cup coach and 5.5mR World Champion Andrew 'Dog' Palfry and supported by representatives of North Sails and others. Ever popular are the daily post-race debriefs at the Cowes Clubhouse where the team provide valuable insight, analysis and video of the day's racing for the benefit of all. During racing RRS41 is relaxed and this means that, if requested, coaches can step on board during racing to offer advice, while crew can come on board the coach RIB to examine trim, etc. Crews with specific coaching requests are welcome to contact the Race Office beforehand.

#### ORGANISING AUTHORITY

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

#### RACE DATE

Friday 7 – 9 April 2023.

#### ENTRY

Entry opens at 1200 on Tuesday 28 February 2023



### Vice Admiral's Cup

For information only. See event Notice of Race at [www.rorc.org](http://www.rorc.org)

Primarily catering for one-designs, the Vice Admiral's Cup brings together roughly six classes of yachts for three days of intense, close racing in the Solent, spread across two courses. In 2022 the popular Cape 31 class, J/109 and J/111 raced under one-design rules, while the HP 30, Quarter Tonners and new Grand Prix Zero classes competed under IRC. Class winners in 2022 included Sam Laidlaw's Quarter Tonner *BLT*, Michael Bartholomew's Cape 31 *Tokoloshe 4* and David Richard's J/109 *Jumping Jellyfish*. A social programme will be based at the RORC Cowes Clubhouse.

Among the classes expected in 2023 are Performance 40, J/111, Cape 31, J/109, HP30, SB20 and Quarter Ton.

#### ORGANISING AUTHORITY

Royal Ocean Racing Club

#### RACE DATE

Friday 19 – Sunday 21 May 2023

#### ENTRY

Entry opens at 1200 on Tuesday 28 February 2023



### IRC National Championship

For information only. See event Notice of Race at [www.rorc.org](http://www.rorc.org)

The annual IRC National Championship is renowned for featuring the very best of IRC, with yachts requiring an IRC Endorsed certificate to take part. The tightly-banded classes compete over three days on the Solent with the overall winner decided based on a unique formula, meaning the winner can come from any class. In 2022, while each class had a runaway winner including John Cooper's Cape 31 *Fanatic* and Adam Gosling's JPK 10.80 *Yes!*, it was Niklas Zennström's Carkeek 40+ *Rán 7* which took the overall prize by just 0.005.

#### ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club.

#### RACE DATE

Friday 23 – Sunday 25 June 2023.

#### CLASSES

IRC Certificates 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 Tuesday 28 February 2023



Photo: RORC/Paul Wyeth/pwpictures.com



# SEAS THE MOMENT

Royal Ocean  Racing Club

SALCOMBE GIN 'START POINT'  
OFFSHORE STRENGTH

LAUNCHING IN 2023 IN PARTNERSHIP WITH  
SALCOMBE DISTILLING COMPANY

[SALCOMBEGIN.COM](https://salcombegin.com)



# 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.

© ORC Ltd. 2002, amendments 2003-2022 © World Sailing Limited

Version 0.8 - 15 February 2022



World Sailing Limited, 20 Eastbourne Terrace, London, W2 6LG, UK

E-Mail [technical@sailing.org](mailto:technical@sailing.org)

[www.sailing.org](http://www.sailing.org)

Photo: RORC/James Tomlinson/[jamestomlinsonphotography.co.uk](http://jamestomlinsonphotography.co.uk)

## APPENDIX 1 WORLD SAILING OFFSHORE SPECIAL REGULATIONS AND RORC PRESCRIPTIONS

### JANUARY 2022 - DECEMBER 2023

© ORC Ltd. 2002, amendments 2003-2022 © World Sailing Limited

Version 0.8 - 15 February 2022

#### 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](http://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](http://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: (<https://www.sailing.org/inside-world-sailing/rules-regulations/constitution-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](mailto:technical@sailing.org)*

## SECTION 1 – FUNDAMENTAL & DEFINITIONS

### 1.01 Purpose and Use

\*\* 1.01.1 The purpose of the Offshore Special Regulations (OSR) is to establish uniform minimum equipment, accommodation and training standards for monohull and multihull (excluding proa) boats racing offshore.

\*\* 1.01.2 The OSR do not replace, but rather supplement, the requirements of governmental authority, Classification Society certification, the Racing Rules of Sailing (RRS), Equipment Rules of Sailing (ERS), class rules and Rating Systems.

\*\* 1.01.3 Use of the OSR does not guarantee total safety of the boat and her crew. Particular attention is drawn to the description of OSRs for inshore racing which includes that adequate shelter and or effective rescue is available all along the course. This is not included in more onerous OSR categories.

### 1.02 Responsibility of Person in Charge

\*\* 1.02.1 **Under RRS 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

**	<b>2.01</b>	<b>Categories of Events</b> Organizing Authorities shall select from one of the following categories and may modify the OSR to suit local conditions.
MoMu0	<b>2.01.1</b>	<b>Category 0</b> Trans-oceanic races, including races which pass through areas in which air or sea temperatures are likely to be less than 5°C (41°F) other than temporarily, where boats must be completely self-sufficient for very extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.
MoMu1	<b>2.01.2</b>	<b>Category 1</b> Races of long distance and well offshore, where boats must be completely self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.
MoMu2	<b>2.01.3</b>	<b>Category 2</b> Races of extended duration along or not far removed from shorelines or in large unprotected bays or lakes, where a high degree of self-sufficiency is required of the boats.
MoMu3	<b>2.01.4</b>	<b>Category 3</b> Races across open water, most of which is relatively protected or close to shorelines.
MoMu4	<b>2.01.5</b>	<b>Category 4</b> Short races, close to shore in relatively warm or protected waters normally held in daylight.
	<b>2.01.6</b>	<b>Special Regulations - for Inshore Racing</b> 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).
	<b>2.01.7</b>	<b>Special Regulations - for Inshore Dinghy Racing</b> 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).
	<b>2.02</b>	<b>Incident Reporting</b> 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.
**	<b>2.03</b>	<b>Inspection</b> 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
	<b>2.04</b>	<b>General Requirements</b>

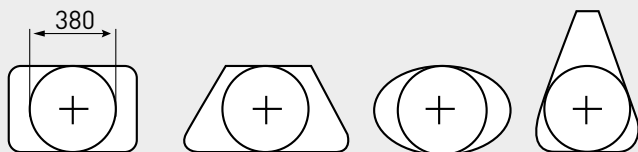
**	<b>2.04.1</b>	All equipment required by OSR shall:
**		a) function properly
**		b) be regularly checked, cleaned and serviced
**		c) if it has an expiry date, it will not have exceeded its expiry date whilst racing
**		d) when not in use be stowed in conditions in which deterioration is minimised
**		e) be readily accessible
**		f) be of a type, size and capacity suitable and adequate for the intended use and size of the boat.
**	<b>2.04.2</b>	Heavy items shall be permanently installed or securely fastened.

## SECTION 3 - STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

		A boat shall be/have:
	<b>3.01</b>	<b>Strength of Build and Rig</b>
**	<b>3.01.1</b>	Properly rigged, fully seaworthy and shall meet the OSR.
**	<b>3.01.2</b>	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).
**	<b>3.01.3</b>	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.
	<b>3.02</b>	<b>Watertight and Structural Integrity of a Boat</b>
**	<b>3.02.1</b>	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	<b>3.02.2</b>	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).
Mo3	<b>3.02.2</b>	Effective 1 January 2023, at a haul-out within two years prior to the event, the owner or his/her representative shall inspect the integrity of the keel and rudder following the recommendations in Appendix L.
Mo0,1,2,3	<b>3.02.3</b>	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	<b>3.02.4</b>	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)			3.04	Stability - Monohulls
Mo0,1,2	3.03.1	If a monohull with a Primary Launch after 2009		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
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		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
	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.		Mo0,1,2,3	3.04.2	Where compliance in accordance with 3.04.1 cannot be demonstrated, able to demonstrate either:
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	a)	i) a STIX value not less than 32; and
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		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	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.		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
Mo0,1,2				Mo3	a)	i) a STIX value not less than 23; and
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:		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
Mo0,1,2	a)	OSR 3.03.1, or		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
Mo0,1,2	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		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
MoMu0,1,2	c)	the EC Recreational Craft Directive for Category A having obtained the CE mark, 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
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		Mo0,1	c)	IRC SSS Base value of not less than 35
				Mo2	c)	IRC SSS Base value of not less than 28
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		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.
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			3.05	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 capsizing.	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)
	3.06	<b>Exits - Monohulls</b>	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
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	Mu2,3,4	3.07.3	<a href="#">This is replaced by a RORC Prescription: Multihulls shall have escape hatch(es) as detailed in OSR 3.07.2</a>
Mo0,1,2,3,4	3.06.2	The following minimum clear hatch openings if First Launch after 2013:		3.08	<b>Hatches &amp; Companionways</b>
Mo0,1,2,3,4	a)	a circular hatch with diameter 450 mm (18"); or	**	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 m <sup>2</sup> (110 in <sup>2</sup> )
Mo0,1,2,3,4	b)	any other shape with minimum dimension of 380 mm (15") and minimum area of 0.18 m <sup>2</sup> (1.9 ft <sup>2</sup> ) (see figure 1)	**	3.08.2	A hatch, including a hatch over a locker shall be:
Mo0,1,2,3,4			**		a) permanently attached and capable of being firmly shut immediately and remaining firmly shut in a 180° capsize
	3.07	<b>Exits and Escape Hatches - Multihulls</b>	Mo0,1,2,3,4	b)	above the water when the boat is heeled 90°
	3.07.1	<b>Exits</b>	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 0.071 m <sup>2</sup> (110 in <sup>2</sup> )
Mu0,1,2,3	3.07.1	At least two exits in each hull which contains accommodations	**	3.08.3	Hatches not conforming with 3.08.1 and 3.08.2 shall be clearly labelled and used in accordance with the following instruction "NOT TO BE OPENED AT SEA"
Mu4	3.07.1	At least two exits in each hull which contains accommodations if 8 m (26'-3") LH and greater	**	3.08.4	Companionway hatches:
	3.07.2	Escape Hatches, Underside Clipping Points & Handholds	**	a)	fitted with a strong securing arrangement which shall be operable from the exterior and interior even when the boat is inverted
Mu0,1,2,3,4	a)	If 12 m (39'-4") LH and greater each hull which contains accommodation:	**	b)	blocking devices:
Mu0,1,2,3,4	i)	an escape hatch for access to and from the hull in the event of an inversion;	**	i)	capable of being retained in position with the hatch open or shut
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	Mo0,1,2,3,4	3.08.5	if a monohull with Open Cockpit(s):
Mu0,1,2,3,4	iii)	each escape hatch above the waterline when the boat is inverted;	Mo0,1,2,3,4	3.08.5	a) a companionway sill that does not extend below the local sheerline; or
Mu0,1,2,3,4	iv)	each escape hatch at or near the midships station if First Launch after 2000	Mo0,1,2,3,4	3.08.6	b) a companionway in full compliance with ISO 11812 category A
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	Mo0,1,2,3,4	3.08.7	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	3.07.2	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	Mu0,1,2,3,4		if a multihull with a companionway hatch extending below the local sheerline either:
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	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
Mu0,1,2,3,4	c)	each escape hatch shall have been opened both from inside and outside within 6 months prior to the race	Mu0,1,2,3	b)	be in compliance with ISO 11812 to design category A
			Mu4		be in compliance with ISO 11812 to design category B



	<b>3.09</b>	<b>Cockpits</b>		Mo0Mu0,1,2,3,4	<b>3.13.2</b>	Any required watertight bulkhead to be strongly built to take a full head of water pressure without allowing any leakage into the adjacent compartment
**	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		Mo0	<b>3.13.3</b>	At least two watertight transverse main bulkheads in addition to any bulkheads positioned within the forward and aft 15% of LH
**	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)		Mo0	<b>3.13.4</b>	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
**	3.09.3	A bow, lateral, central or stern well is a cockpit for the purposes of OSR 3.09.		Mo0	<b>3.13.5</b>	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.
**	3.09.4	<b>Cockpit Volume</b>			<b>3.14</b>	<b>Pulpits, Stanchions, Lifelines</b>
**		The maximum combined volume below lowest coamings of all contained cockpits shall be:			<b>3.14.1</b>	The perimeter of the deck surrounded by system of lifelines and pulpits as follows:
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)	**		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)	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	**		b)	Minimum heights of lifelines and pulpit rails above the working deck and vertical openings:
	<b>3.09.5</b>	<b>Cockpit Drains</b>	**			i) upper: 600 mm (24")
**		Cockpit drain cross section area of unobstructed openings (after allowance for screens if fitted) shall be at least that of:	**			ii) intermediate: 230 mm (9")
**	a)	2 x 25 mm (1") diameter or equivalent for a boat less than 8.5 m (28') LH	**			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")
**	b)	4 x 20 mm (3/4") diameter or equivalent for a boat 8.5 m (28') LH or greater	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")
	<b>3.10</b>	<b>Sea Cocks or Valves</b>	**		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
**	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	**		d)	Pulpit and stanchion bases permanently installed with pulpits and stanchions mechanically retained in their bases
	<b>3.11</b>	<b>Sheet Winches</b>	**		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
**		Sheet winches mounted in such a way that an operator is not required to be substantially below deck	**		f)	Stanchions straight and vertical except that:
	<b>3.12</b>	<b>Mast Step</b>	**			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")
**	3.12.1	The heel of a keel stepped mast securely fastened to the mast step or adjoining structure	**			ii) stanchions may be angled to not more than 10° from vertical at any point above 50 mm (2") from the deck
	<b>3.13</b>	<b>Watertight Bulkheads</b>				
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	**			

\*\*

- 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")

\*\*

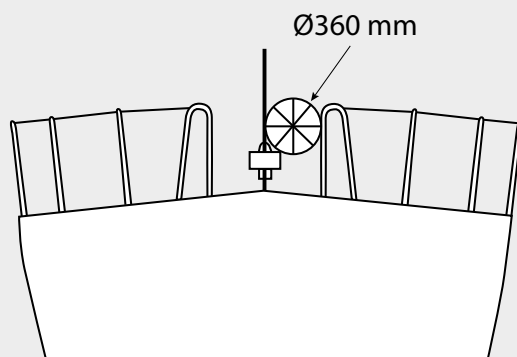


Figure 2 - Diagram Showing Pulpit Opening

\*\*

- 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



	<b>3.17</b>	<b>Toe Rail or Foot - Stop</b>		<b>3.23</b>	<b>Bilge Pumps and Buckets</b>
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	**	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	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.	Mo0,1,2	3.23.1	b) two permanently installed manual bilge pumps, one operable from above, the other from below deck
	<b>3.18</b>	<b>Toilet</b>	Mo3Mu0,1,2	3.23.1	b) one permanently installed manual bilge pump
MoMu0,1,2	3.18.1	Permanently installed toilet	Mo4	3.23.1	b) one manual bilge pump
MoMu3,4	3.18.2	Permanently installed toilet or fitted bucket	Mu0,1,2,3,4	3.23.1	c) provision to pump out all watertight compartments (except those filled with impermeable buoyancy)
	<b>3.19</b>	<b>Bunks</b>	**	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
MoMu0	3.19.1	Permanently installed bunk for each crewmember	**	3.23.3	Bilge pumps shall not be connected to cockpit drains and shall not discharge into a Closed Cockpit
MoMu1,2,3,4	3.19.2	Permanently installed bunks	**	3.23.4	Bilge pumps shall be readily accessible for maintenance and for clearing out debris
	<b>3.20</b>	<b>Cooking Facilities</b>	**	3.23.5	All removable bilge pump handles retained by a lanyard
MoMu0,1,2,3	3.20.1	Permanently installed cooking stove, capable of being operated safely at sea, with fuel shutoff control		<b>3.24</b>	<b>Compass</b>
	<b>3.21</b>	<b>Drinking Water Tanks &amp; Drinking Water</b>	MoMu0,1,2,3	3.24	Marine magnetic compass capable of being used as a steering compass:
	<b>3.21.1</b>	<b>Drinking Water Tanks</b>	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	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	MoMu0,1,2,3	3.24	b) a second compass which may be hand-held and/or electronic
MoMu2,3	3.21.1	Permanently installed delivery pump and water tank(s)		<b>3.25</b>	<b>Halyards</b>
	<b>3.21.2</b>	<b>Drinking Water</b>	**	3.25	a) A minimum of two halyards, each capable of hoisting a sail, on each mast
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	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
	<b>3.21.3</b>	<b>Emergency Drinking Water</b>		<b>3.26</b>	<b>Bow Fairlead</b>
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)	Mo0	3.26	Bow fairlead, closed or closable and a cleat or securing arrangement, suitable for towing, permanently installed
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		<b>3.27</b>	<b>Navigation Lights</b>
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		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
MoMu0	3.21.3	c) facilities shall be provided to collect rainwater for drinking purposes including when dismasted	**	3.27.2	mounted above sheerline and so that they will not be masked by sails or the heeling of the boat
	<b>3.22</b>	<b>Hand Holds</b>	MoMu0,1,2,3	3.27.3	reserve lights having the same specifications as above, and that can be powered independently
**	3.22.1	Adequate hand holds fitted below deck			

**	3.27.4	spare bulbs (not required for LED)	MoMu0,1,2,3	3.29.2	a) a minimum rated output power of 25 W
	<b>3.28</b>	<b>Engines, Generators, Fuel</b>	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
	<b>3.28.1</b>	<b>Propulsion Engines</b>	MoMu3	3.29.2	b) a masthead antenna and co-axial feeder cable with not more than 40% power loss
**	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	MoMu1,2,3	3.29.2	c) be DSC capable if installed after 2015
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)	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
Mo0,1,2Mu0	3.28.1	c) inboard engine	MoMu0	3.29.2	e) a marine VHF DSC radio covering all international and US marine channels and meeting ITU class D
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	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)
Mo3	3.28.1	c) either an inboard or outboard engine, with associated power supply systems, all securely fastened	MoMu1	3.29.3	b) One hand-held satellite telephone, watertight or with waterproof cover and internal battery
**	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	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)
**	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.	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)
	<b>3.28.2</b>	<b>Generator</b>	**	3.29.6	a second radio receiver, which may be the handheld VHF in 3.29.5 above, capable of receiving weather bulletins
**	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	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);
	<b>3.28.3</b>	<b>Liquid Fuel Systems</b>	MoMu3	3.29.8	a GPS
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	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.
MoMu0,1,2,3	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	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
	<b>3.28.4</b>	<b>Battery Systems</b>	MoMu0	3.29.11	an active radar set permanently installed either:
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	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
**	3.28.4	b) batteries installed after 2011 shall be of the sealed type from which liquid electrolyte cannot escape	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)
**	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	Mu0	3.29.12	a class A AIS Transponder which either:
	<b>3.29</b>	<b>Communications Equipment, GPS, Radar, AIS</b>			
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:			



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:

	<b>4.01</b>	<b>Sail Letters &amp; Numbers</b>
**	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.
	<b>4.02</b>	<b>Search and Rescue Visibility</b>
MoMu0	4.02.1	A 4 m <sup>2</sup> (43 ft <sup>2</sup> ) area of highly-visible pink, orange or yellow on the coachroof and/or deck
Mo1,Mu1,2	4.02.1	A 1 m <sup>2</sup> (11 ft <sup>2</sup> ) 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 m <sup>2</sup> (11 ft <sup>2</sup> ) area of highly-visible pink, orange or yellow showing when the boat is inverted
	<b>4.04</b>	<b>Soft Wood Plugs</b>
**	4.03.1	A tapered soft wood plug stowed adjacent to every through-hull opening
	<b>4.04</b>	<b>Jackstays and Clipping Points</b>
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
	<b>4.06</b>	<b>anchors</b>
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
----	--------	-----------

	<b>4.10</b>	<b>Radar Reflector</b>		<b>4.18</b>	<b>Retro-reflective material</b>
**	4.10.1	A passive radar reflector with:	**	4.18	Marine grade retro-reflective material on lifebuoys, recovery slings, liferafts and lifejackets
**	4.10.1	a) octahedral circular plates of minimum diameter 30 cm (12"), or		<b>4.19</b>	<b>EPIRBs</b>
**	4.10.1	b) octahedral rectangular plates of minimum diagonal dimension 40 cm (16"), or	MoMu0	4.19.1	Two water and manually activated 406 MHz EPIRBs
**	4.10.1	c) a non-octahedral reflector with a documented Root Mean Square minimum Radar Cross Section (RCS) area of 2 m <sup>2</sup> (22 ft <sup>2</sup> ) from 0-360° of azimuth and ±20° of heel	MoMu1,2	4.19.1	A water and manually activated 406 MHz EPIRB
MoMu0	4.10.2	A Radar Target Enhancer (RTE) which complies with ISO 8729-2:2009 or equivalent	MoMu0,1,2	4.19.2	A 406 MHz EPIRB registered after 2015 shall include an internal GPS
	<b>4.11</b>	<b>Navigation Equipment</b>	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
**	4.11.1	Navigational charts (not solely electronic), light list and chart plotting equipment		<b>4.20</b>	<b>Liferafts</b>
MoMu4	4.11.2	Navigational charts, light list and chart plotting equipment. If electronic-only, an independent alternative shall be on board		4.20.1	<b>Liferaft Construction</b>
	<b>4.12</b>	<b>Safety Equipment Location Chart</b>	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:
**	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	MoMu1,2	4.20.1	a) i) SOLAS LSA Code 1997 Chapter IV or later version; or
	<b>4.13</b>	<b>Depth, Speed and Distance Instruments</b>	MoMu1,2	4.20.1	a) ii) ISO 9650-1:2005, Type 1, Group A - Small Craft - Inflatable; or
MoMu0,1,2,3	4.13.1	A knotmeter or distance measuring instrument (log)	MoMu1,2	4.20.1	a) iii) ISAF liferafts manufactured before 2016 until replacement is due at end of service life; or
MoMu,1,2,3,4	4.13.2	A depth sounder	MoMu1,2	4.20.1	a) iv) ORC liferafts manufactured before 2003 until replacement is due at end of service life
MoMu0	4.13.2	Two independent depth sounders	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
	<b>4.14</b>	<b>Spare Number</b>		4.20.1	c) Liferafts shall comply with SOLAS LSA code 1997 Chapter IV or later version
	<b>4.15</b>	<b>Emergency Steering</b>	MoMu0	4.20.1	
MoMu0,1,2,3	4.15.1	An emergency tiller capable of being fitted to the rudder stock except when		4.20.2	<b>Minimum Liferaft Equipment</b>
MoMu0,1,2,3	4.15.1	a) the principal method of steering is by means of an unbreakable metal tiller	MoMu0,1,2	4.20.2	a) A SOLAS liferaft shall contain as a minimum a SOLAS A pack;
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	MuMo1	4.20.2	b) An ISO 9650 liferaft shall contain as a minimum Pack 1 (greater than 24 hour pack);
MoMu0,1,2,3	4.15.2	A proven method of emergency steering with the rudder disabled	MuMo2	4.20.2	c) An ISO 9650 liferaft shall contain as a minimum Pack 2 (less than 24 hour pack);
	<b>4.16</b>	<b>Tools and Spare Parts</b>	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:
**	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			
	<b>4.17</b>	<b>Boat's name</b>			
**	4.17.1	The boat's name on miscellaneous buoyant equipment, such as lifejackets, cushions, lifebuoys, recovery slings, grab bags etc.			

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	<b>Liferaft Packing and Stowage</b>
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	<b>Liferaft Servicing</b>
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	<b>Grab Bags</b>
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 m <sup>2</sup> (1 ft <sup>2</sup> ) 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	<b>Crew Overboard Identification and Recovery</b>
	4.22.1	<b>Locator Beacons</b>



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		<b>Pyrotechnic and Light Signals</b>
**	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.

	4.24	
	4.25	
**	4.25.1	
	4.26	
**		
MoMu0	4.26.1	
MoMu1,2	4.26.1	
MoMu3	4.26.1	
MoMu4	4.26.1	
MoMu0,1,2,3	4.26.2	
MoMu0,1,2	4.26.3	
	4.27	
	4.27.1	

Race Category	Red Hand Flares LSA III 3.2	Orange Smoke LSA III 3.3
MoMu0,1,2,3	4	2
MoMu4		2

Spare Number

## Cockpit Knife

strong, sharp knife, sheathed and securely restrained shall be provided readily accessible from the deck or a cockpit

## Storm & Heavy Weather Sail Inventory

the following storm & heavy weather sails as specified in OSR 4.27:

a storm trysail (or rotating wing mast if suitable)

- a) either a storm trysail or mainsail reefing to reduce the luff by at least 50% (or rotating wing mast if suitable)
- b) either a storm trysail or mainsail reefing to reduce the luff by at least 40% (or rotating wing mast if suitable)
- 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)

heavy-weather jib

storm jib

## Storm & Heavy Weather Sail Specifications

### Design

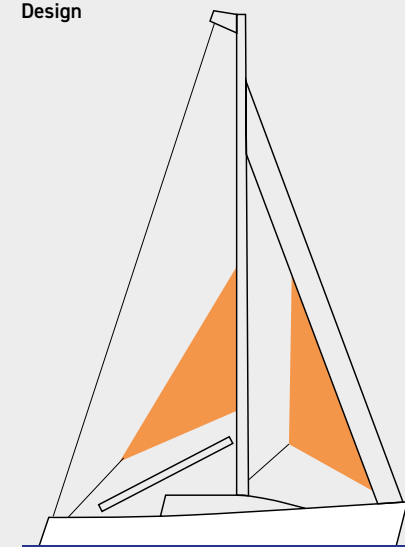


Figure 3

**	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)	Mo0,1,2	4.30.1	either fixed or portable pump to remove ingress water from any compartment.
**	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	Mo0,1,2	4.30.1	a) This pump shall:
**	4.27.1	c)	Sheeting positions on deck for each storm and heavy-weather sail	Mo0,1,2	4.30.1	b) have a minimum rated capacity of 200 l/min
**	4.27.1	d)	Sheeting positions for the trysail independent of the boom	Mo0,1,2	4.30.1	c) be operated by battery, main engine powered or a separate engine
**	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	Mo0,1,2	4.30.1	d) if portable electric-powered, power cables to be terminated with alligator clips
**	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))	Mo0,1,2	4.30.1	e) have sufficient hose to discharge directly overboard or into the cockpit.
MoMu0,1,2	4.27.2	<b>A storm trysail with:</b>				
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		5.01	<b>Lifejacket</b>
MoMu0,1,2	4.27.2	d)	no battens	**	5.01.1	A lifejacket which shall:
MoMu0,1,2	4.27.2	e)	sail number and letters on both sides, as large as practicable	**	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:
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	**	5.01.1	a) i) if inflatable have a gas inflation system
MoMu0,1,2,3	4.27.3	<b>A heavy-weather jib (or heavy-weather sail in a boat with no forestay) with:</b>				
**	4.27.3	a)	area of 13.5% (height of the foretriangle) squared	**	5.01.1	a) i) have crotch/thigh straps (ride up prevention system (RUPS))
**	4.27.3	b)	readily available means, independent of a luff groove, to attach to the stay	MoMu0,1,2	5.01.1	a) i) have an integral safety harness in compliance with OSR 5.02
MoMu0,1,2	4.27.4	<b>A storm jib with:</b>				
MoMu0,1,2	4.27.4	a)	area of 5% (height of the foretriangle) squared	**	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
MoMu0,1,2	4.27.4	b)	maximum luff length 65% of height of foretriangle	MoMu0,1,2	5.01.1	a) ii) crotch/thigh straps (ride up prevention system (RUPS))
MoMu0,1,2	4.27.4	c)	permanently attached means, independent of a luff groove, to attach to the stay	MoMu0,1,2,3	5.01.1	a) ii) an integral safety harness in compliance with OSR 5.02
	4.28	<b>Drogue, Sea Anchor</b>				
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)	**	5.01.1	b) have an emergency position indicating light in accordance with either ISO 12402-8 or SOLAS LSA code 2.2.3
	4.29	<b>Deck Bags</b>				
Mo0	4.29.1		If permitted by the Notice of Race, Sailing Instructions or Class Rules, bags for storing sails on deck shall be:	MoMu0,1,2,3	5.01.1	c) be clearly marked with the boat's or wearer's name
Mo0	4.29.1	a)	so constructed to ensure rapid draining of water	MoMu0	5.01.1	d) have a sprayhood in accordance with ISO 12402-8
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	MoMu0,1,2,3	5.01.2	e) have a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority)
	4.30	<b>Emergency Pumps</b>				
				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.

## SECTION 5 - PERSONAL EQUIPMENT

Each crew member shall have:

### Lifejacket

A lifejacket which shall:

- a) i) if manufactured before 2012 comply with ISO 12402 - 3 (Level 150) or equivalent, including EN 396 or UL 1180 and:
  - a) i) if inflatable have a gas inflation system
  - a) i) have crotch/thigh straps (ride up prevention system (RUPS))
  - a) i) have an integral safety harness in compliance with OSR 5.02
  - 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
  - a) ii) crotch/thigh straps (ride up prevention system (RUPS))
  - a) ii) an integral safety harness in compliance with OSR 5.02
- b) have an emergency position indicating light in accordance with either ISO 12402-8 or SOLAS LSA code 2.2.3
- c) be clearly marked with the boat's or wearer's name
- d) have a sprayhood in accordance with ISO 12402-8
- e) have a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority)

	5.01.5	RORC Prescription: A combined harness and lifejacket shall be worn when on deck:		5.08	<b>Diving Equipment</b>
MoMu0,1,2,3	5.01.5	a) between the hours of sunset and sunrise	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
MoMu0,1,2,3	5.01.5	b) when alone on deck			
MoMu0,1,2,3	5.01.5	c) when reefed	MoMu0	6.01.1	<b>SECTION 6 - TRAINING</b>
MoMu0,1,2,3	5.01.5	d) when the true wind speed is 25 knots or above			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
MoMu0,1,2,3	5.01.5	e) when the visibility is less than 1 nautical mile	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
	<b>5.02</b>	<b>Safety Harness and Tethers</b>			
MoMu0,1,2,3	5.02.1	A harness that complies with ISO 12401 or equivalent			
	5.02.2	A tether that shall:	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
MoMu0,1,2,3	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	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.
	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:		<b>6.02</b>	<b>Training Topics</b>
MoMu0,1,2,3	5.02.3	a) a tether not exceeding 1m(3'3") including the length of the hooks, or		6.02.1	Giving Assistance to Other Craft
MoMu0,1,2,3	5.02.3	b) an intermediate self-closing hook on a 2 m (6'-6") tether		6.02.2	Personal Safety Gear, theory and practice
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)		6.02.3	Care and Maintenance of Safety Gear
MoMu0,1,2,3	5.02.4	A tether which has been overloaded shall be replaced		6.02.4	Fire Precautions and Firefighting, theory and practical
	<b>5.03</b>	<b>Personal Location Lights</b>		6.02.5	Crew Overboard Identification and Recovery
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		6.02.6	Hypothermia, Cold Shock and Drowning
	<b>5.04</b>	<b>Foul Weather Suits</b>		6.02.7	Crew Health
MoMu0	5.04	a) A foul weather suit with hood		6.02.8	Marine Weather
	<b>5.05</b>	<b>Knife</b>		6.02.9	Heavy Weather
MoMu0	5.05.1	A knife, to be worn on the person at all times		6.02.10	Storm Sails
	<b>5.06</b>	<b>Flashlight</b>		6.02.11	Damage Control
MoMu0	5.06.1	A buoyant watertight flashlight		6.02.12	Damage Control
MoMu0,1,2,3	5.06.2	RORC Prescription: at night, each crew member shall carry a waterproof torch/light		6.02.13	Pyrotechnics and Signalling Gear, theory and practical
	<b>5.07</b>	<b>Survival Equipment</b>		6.02.14	Emergency Communications, theory and practical
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);	**	6.02.15	Liferafts and Abandon Ship, theory and practical
			**	<b>6.03</b>	<b>Spare Number</b>
				<b>6.04</b>	<b>Routine Training On-Board</b>
				6.04	At least annually the crews shall practice the drills for:
				6.04	Crew-Overboard Recovery



**	6.04	Abandonment of vessel
	<b>6.05</b>	<b>Medical Training</b>
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 <a href="http://www.sailing.org/specialregs">www.sailing.org/specialregs</a> 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
	<b>6.06</b>	<b>Diving Training</b>
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.

##### 2.04.1

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.

#### 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



**B&G**

  
JEANNEAU



**FOILING  
TACK**



**COURSES CURRENTLY AVAILABLE IN**



**COMING SOON**



**FIND YOUR  
CHALLENGE**

[www.IRCRecords.com](http://www.IRCRecords.com)





# IRC 2023

IRC is a World Sailing recognised International Rating System



EFFECTIVE 1 JANUARY 2023

IN COUNTRIES WITH JUNE-MAY VALIDITY, EFFECTIVE 1 JUNE 2023

Copyright ©Seahorse Rating Ltd.

All rights reserved. No part of this Rule may be reproduced, transmitted or recorded by any means without the prior permission of Seahorse Rating Ltd.

## PREAMBLE

Any changes herein have no authority until 1 January 2023 (1 June 2023 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](http://www.sailing.org/ers)

Racing Rules of Sailing (RRS) – [www.sailing.org/rrs](http://www.sailing.org/rrs)

Offshore Special Regulations (OSR) – [www.sailing.org/specialregs](http://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 1<sup>st</sup> 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 YCF 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, Pôle Course du YCF Centre de Calcul (referred to in these Rules as YCF) only. The expression Rating Authority is defined as the RORC Rating Office and the YCF 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 YCF 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 YCF 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 Board is responsible for the overall direction of IRC. The IRC Board comprises two representatives appointed by RORC, two representatives appointed by YCF and one representative appointed by RORC and YCF together.

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 Board.

## 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 Board 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 Board may determine). The decision of the IRC Board 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 secondary valid certificate:

- (a) The secondary certificate will be clearly identified and shall only vary from the primary certificate in respect of, **mainsail widths**, **E**, **P**, **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**, **aft rigging**, use of **moveable ballast**, use of **variable ballast**, **internal ballast**;
- (b) The secondary certificate **boat weight** and corresponding overhangs shall only vary from the primary certificate for a change in **internal ballast**. This change in **boat weight** is only permitted when both the primary and secondary certificates are ENDORSED in accordance with IRC Rule 8.5.
- (c) Owners shall declare the primary or secondary certificate to the race organiser before the rating deadline.

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 decimal 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 aft rigging 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 31<sup>st</sup> 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  $1.8 \cdot \text{LWP}^{0.5}$  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 aft rigging 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.
- 22.4.3 Rule 22.4 may be amended by Notice of Race.
- 22.5 Crew Categorisation
- 22.5.1 There are no rules on the categorisation 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

<b>Measurement Note:</b>	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.
<b>Terminology:</b>	A term used in its defined sense is printed in " <b>bold</b> " type if defined in the ERS. Any abbreviation given below is used in IRC Rules in its defined term unless specified otherwise.
<b>A1 - MISCELLANEOUS</b>	
<b>Series date</b>	The date on which the first <b>boat</b> of the design or the production series was first launched, whichever is earlier. Series Date does not change if the <b>boat</b> is <b>modified</b> .
<b>Age date</b>	The date on which the <b>boat</b> was first launched, or the date on which the <b>boat</b> was re-launched following any <u><b>hull shell modification</b></u> , 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, <b>fittings</b> associated with these parts and any <b>corrector weights</b> .
Measurement Condition	As defined by Rules 17.1.
Stored Power	Power other than power provided by the <b>crew</b> .
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 Nationale pour la Course au Large, Pôle Course du YCF
YCF	Yacht Club de France

## A2 - HULL & APPENDAGES

LH	<b>Hull Length.</b>
BO	The longitudinal distance between the foremost point on the <b>hull</b> and the foremost point of the <b>waterline</b> .
x	The horizontal distance between the <b>waterline</b> and the lowest point on the stem at a tangent of 45° to the longitudinal axis
h	The vertical distance between the <b>waterplane</b> and the lowest point on the stem at a tangent of 45° to the longitudinal axis.
SO	The longitudinal distance between the aftmost point on the <b>hull</b> and the aftmost point of the <b>waterline</b> .
y	The vertical distance between the aftmost point on the <b>hull</b> and the <b>waterplane</b> . In the case of a counter stern, the vertical distance between the aftmost point on the <b>hull</b> below the transom projected to the line of the aftmost point of the <b>hull</b> , and the <b>waterplane</b> .
LWP	<b>Waterline length.</b> (LH – BO – SO).
Wingspan	The maximum horizontal width in any transverse section of any wings attached to any <b>hull appendage</b> .
Bulb Weight	The weight of the <b>Bulb</b> and any part of the <b>Keel</b> 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](http://ircrating.org/irc-rule)

### A4 - RIG

P	The distance between the <b>mainsail</b> (in the case of a <b>schooner</b> , the <b>foremast sail</b> ) <b>upper point</b> , and the top of the boom when set at right angles to the <b>mast</b> , or the <b>mainsail tack point</b> whichever is lower, on the <b>mainmast</b> (in the case of a <b>schooner</b> , the <b>foremast</b> ). The <b>upper limit mark</b> shall be permanently marked by a 25mm band of contrasting colour. If there is no <b>upper limit mark</b> 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 <b>peak point</b> of the <b>mainsail</b> or the <b>head point</b> of the topsail if on board.
PY	The distance between the <b>mizzen</b> (in the case of a <b>schooner</b> , the <b>mainmast sail</b> ) <b>upper point</b> , and the top of the boom when set at right angles to the <b>mast</b> , or the <b>mizzen tack point</b> whichever is lower, on the <b>mizzenmast</b> (in the case of a <b>schooner</b> , the <b>mainmast</b> ). The <b>upper limit mark</b> shall be permanently marked by a 25mm band of contrasting colour. If there is no <b>upper limit mark</b> the upper measurement point shall be taken as the top of the highest sheave used for the halyard.
E	The <b>outer point distance</b> of a <b>mainsail</b> (or in the case of a <b>schooner</b> , a <b>foremast sail</b> ). The <b>outer limit mark</b> shall be permanently marked by a 25mm band of contrasting colour. If there is no <b>outer limit mark</b> the outer measurement point shall be taken to the aft end of the boom. For the measurement of <b>outer point distance</b> , ERS H.4.2 shall not apply. <b>Fittings</b> , 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 <b>outer point distance</b> of a <b>mizzen</b> (or in the case of a <b>schooner</b> , a <b>mainsail</b> ). The <b>outer limit mark</b> shall be permanently marked by a 25mm band of contrasting colour. If there is no <b>outer limit mark</b> the outer measurement point shall be taken to the aft end of the boom.
Forestay	The ERS definition of <b>forestay</b> shall not apply. Forestay is defined as: Permanently attached <b>rigging</b> providing forward support for a mast <b>spar</b> .
FL	The <b>forestay</b> length measured from the forward end of J to the <b>forestay rigging point</b> .
J	The longitudinal distance between the intersection of the fore side of the mast <b>spar</b> , extended as necessary, and the deck including any superstructure; and the intersection of the centreline of the <b>forestay</b> , extended as necessary, and the deck, or bowsprit <b>spar</b> .
SPL	The greatest horizontal distance from the forward face of the <b>mast spar</b> , ignoring any <b>fittings</b> and tracks, measured on or near the centreline of the <b>boat</b> , to the extremity of the <b>spinnaker pole</b> .
STL	The greatest horizontal distance from the forward face of the <b>mast spar</b> , ignoring any <b>fittings</b> and tracks, measured on or near the centreline of the <b>boat</b> , to any of the following: <ul style="list-style-type: none"> <li>- the extremity of the <b>bowsprit</b>, ignoring any <b>outer limit marks</b>;</li> <li>- the <b>spinnaker</b> tack point on deck projected vertically as necessary;</li> <li>- if a <b>headsail</b> or a <b>flying headsail</b> may be tacked forward of the <b>forestay</b>, the <b>headsail</b> or <b>flying headsail</b> tack point on deck projected vertically as necessary or to the extremity of the <b>bowsprit</b> ignoring any <b>outer limit marks</b>.</li> </ul>
STLFHmax	The greatest horizontal distance from the forward face of the <b>mast spar</b> , ignoring any <b>fittings</b> and tracks, measured on or near the centreline of the <b>boat</b> , to the <b>flying headsail</b> tack point, calculated as follows:

- $STLFHmax = FSFL - (0.25 * J)$
- if the calculated **STLFHmax** 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.

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

### A6 - SAILS - HEADSAILS

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



HHW	The <b>half width</b> of the largest area <u>headsail</u> .
HTW	The <b>three-quarter width</b> of the largest area <u>headsail</u> .
HUW	The <b>seven-eighths width</b> of the largest area <u>headsail</u> .
Cutter Rig	A cutter rigged boat is any <b>boat</b> that sets more than one <u>headsail</u> when on a beat to windward while <i>racing</i> . These values will be used in place of standard headsail dimensions where relevant in IRC Rules for a cutter rigged boat.
Cutter Rig HLU	<u>Headsail luff length</u> measured parallel to the <u>forestay</u> as the distance from the lowest <b>tack point</b> to the highest <b>head point</b> of any <u>headsails</u> set simultaneously while <i>racing</i> on a beat to windward.
Cutter Rig HLUmax	As <u>Cutter Rig HLU</u> .
Cutter Rig HLP	The shortest distance from the aftmost <b>clew point</b> of any <u>headsail</u> when set on the centre line of the <b>boat</b> , to the foremost <u>headsail luff</u> which may be set simultaneously while <i>racing</i> on a beat to windward.
Cutter Rig HHW	The greater of 50% of <u>Cutter Rig HLP</u> or HHW of the largest area <u>headsail</u> .
Cutter Rig HTW	The greater of 25% of <u>Cutter Rig HLP</u> or HTW of the largest area <u>headsail</u> .
Cutter Rig HUW	The greater of 12.5% of <u>Cutter Rig HLP</u> or HUW of the largest area <u>headsail</u> .

## A7 - SAILS - MAINSAIL

MHW	The <b>half width</b> of the <b>mainsail</b> .
MTW	The <b>three-quarter width</b> of the <b>mainsail</b> .
MUW	The <b>seven-eighths width</b> of the <b>mainsail</b> .

## A8 - SAILS - SPINNAKER

SPA	The maximum permitted <u>spinnaker</u> area.
SLE	The <b>leech length</b> of the largest area <u>spinnaker</u> .
SLU	The <b>luff length</b> of the largest area <u>spinnaker</u> .
SFL	The <b>foot length</b> of the largest area <u>spinnaker</u> .
SHW	The <b>half width</b> of the largest area <u>spinnaker</u> .

## A9 - SAILS - FLYING HEADSAIL

FSA	The maximum permitted <u>flying headsail</u> area.
FLU	The <b>luff length</b> of the largest area <u>flying headsail</u> .
FLP	The <b>luff perpendicular</b> of the largest area <u>flying headsail</u> .
FHW	The <b>half width</b> of the largest area <u>flying headsail</u> .
FTW	The <b>three-quarter width</b> of the largest area <u>flying headsail</u> .
FUW	The <b>seven-eighths width</b> of the largest area <u>flying headsail</u> .
FSFL	The <b>foot length</b> of the largest area <u>flying headsail</u> (measured as a <u>spinnaker</u> ).
FSHW	The <b>half width</b> of the largest area <u>flying headsail</u> (measured as a <u>spinnaker</u> ).

## 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](mailto:racing@rorc.org)  
[rorc.org](http://rorc.org)

## L'Uncl, PÔLE COURSE DU YCF

41 avenue Foch, 75116 Paris  
France  
Tel +33 (0)1 40 60 43 10  
E-mail [irc@ycfrance.fr](mailto:irc@ycfrance.fr)  
[ycf-club.fr/irc/](http://ycf-club.fr/irc/)

Produced by  
**Seahorse Rating Ltd**  
(RORC Rating Office)  
Seahorse Building, Bath Road  
Lymington, Hampshire SO41 3SE  
England  
Tel +44 (0)1590 677030  
E-mail [info@rorcrating.com](mailto:info@rorcrating.com)  
[rorcrating.com](http://rorcrating.com)

Published November 2022



# 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 Golf  
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

Roschier 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](mailto:info@rorcrating.com) | [rorcrating.com](http://rorcrating.com)



[rorc.org](http://rorc.org)