ROLEX AND OFFSHORE YACHTING

For over 20 years, Rolex has been a part of some of yachting’s most celebrated offshore classics. Around the world, sailors and spectators alike have experienced the thrill of the Rolex Fastnet Race, the grandeur of the Rolex Middle Sea Race and the Rolex China Sea Race, and the epic challenge of the Rolex Sydney Hobart Yacht Race. Rolex supports the yacht clubs that continue to advance safety standards and the fearless crews who brave the ocean’s legendary blue water tests.

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

DEFINITIONS

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

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

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

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

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

Inshore Regatta
Inshore Regattas in 2021 run by the RORC will have separate NoRs detailed at www.rorc.org

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

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

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

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

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

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

TERMINOLOGY

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

Significant changes for 2021 are in red font.
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<td>Dun Laoghaire to Dingle Race</td>
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<td>Morgan Cup Race</td>
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<td>Half Ton Classics Cup</td>
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<td>RORC Telegraph Bowl for XOD</td>
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<td>Dubai to Muscat Race</td>
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<td>IRC European Championship</td>
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<td>Lyver Trophy Race</td>
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<td>Raja Muda Selangor International Regatta</td>
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Photo: ROLEX/Kurt Arrige
Contacts

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Tel: +44 1590 677030
Fax: +44 1590 679478
Email: info@rorcrating.com
1 PART 1 - GENERAL RULES
The rules of Part 1 shall apply to all races in this Notice of Race except where otherwise stated in Part 2 or Sailing Instructions.

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

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

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

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<th>Date</th>
<th>Race</th>
<th>Destination/Location</th>
<th>Distance</th>
<th>Points</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday 17 October 2020</td>
<td><strong>Rolex Middle Sea Race</strong></td>
<td>Valletta</td>
<td>606</td>
<td>1.2</td>
<td>-</td>
</tr>
<tr>
<td>Saturday 9 January 2021</td>
<td><strong>RORC Transatlantic Race</strong></td>
<td>Lanzarote – Grenada</td>
<td>2,995</td>
<td>1.5</td>
<td>20</td>
</tr>
<tr>
<td>Monday 22 February</td>
<td><strong>RORC Caribbean 600</strong></td>
<td>Antigua</td>
<td>600</td>
<td>1.4</td>
<td>20</td>
</tr>
<tr>
<td>Friday 26 March</td>
<td><strong>Dubai-Muscat Race</strong></td>
<td>Dubai – Muscat</td>
<td>360</td>
<td>-</td>
<td>38</td>
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<tr>
<td>Wednesday 31 March</td>
<td><strong>Rolex China Sea Race</strong></td>
<td>Hong Kong – Philippines</td>
<td>565</td>
<td>-</td>
<td>38</td>
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<tr>
<td>Friday 2 – Sunday 4 April</td>
<td><strong>RORC Easter Challenge</strong></td>
<td>Cowes</td>
<td>-</td>
<td>-</td>
<td>35</td>
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<tr>
<td>Saturday 1 May</td>
<td><strong>Cervantes Trophy Race</strong></td>
<td>Cowes – Le Havre</td>
<td>110 – 160</td>
<td>1.0</td>
<td>21</td>
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<tr>
<td>Saturday 8 – Sunday 9 May</td>
<td><strong>Cowes Solent Series</strong></td>
<td>Cowes</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Friday 14 May</td>
<td><strong>North Sea Race (Vuurscheppen Race 11 May)</strong></td>
<td>Harwich – Scheveningen</td>
<td>140 - 185</td>
<td>1.2</td>
<td>22</td>
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<tr>
<td>Friday 21 – Sunday 23 May</td>
<td><strong>Vice Admiral’s Cup</strong></td>
<td>Cowes</td>
<td>-</td>
<td>-</td>
<td>35</td>
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<tr>
<td>Saturday 29 May</td>
<td><strong>Myth of Malham Race</strong></td>
<td>Cowes – Eddystone – Solent</td>
<td>230</td>
<td>1.2</td>
<td>23</td>
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<tr>
<td>Friday 4 June</td>
<td><strong>East Coast Race</strong></td>
<td>Burnham on Crouch – Breskens</td>
<td>125 - 165</td>
<td>1.0</td>
<td>24</td>
</tr>
<tr>
<td>Saturday 5 – Sunday 6 June</td>
<td><strong>Cowes Solent Series</strong></td>
<td>Cowes</td>
<td>-</td>
<td>-</td>
<td>35</td>
</tr>
<tr>
<td>Wednesday 9 June</td>
<td><strong>Dun Laoghaire to Dingle Race</strong></td>
<td>Dun Laoghaire – Dingle</td>
<td>280</td>
<td>-</td>
<td>24</td>
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<tr>
<td>Friday 11 June</td>
<td><strong>Morgan Cup Race</strong></td>
<td>Cowes – Guernsey</td>
<td>125</td>
<td>1.0</td>
<td>25</td>
</tr>
<tr>
<td>Friday 18 – Sunday 20 June</td>
<td><strong>IRC National Championship</strong></td>
<td>Cowes</td>
<td>-</td>
<td>-</td>
<td>37</td>
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<tr>
<td>Wednesday 23 – Sunday 27 June</td>
<td><strong>IRC European Championship</strong></td>
<td>Hyères</td>
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<td>38</td>
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<tr>
<td>Saturday 26 June</td>
<td><strong>De Guingand Bowl Race</strong></td>
<td>Cowes – round marks – Solent</td>
<td>110 - 160</td>
<td>1.0</td>
<td>26</td>
</tr>
<tr>
<td>Friday 2 July</td>
<td><strong>Lyver Trophy Race</strong></td>
<td>Liverpool – Dun Laoghaire</td>
<td>100 - 130</td>
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<td>38</td>
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<tr>
<td>Sunday 4 July</td>
<td><strong>La Trinité – Cowes Race</strong></td>
<td>La Trinité – Cowes</td>
<td>350</td>
<td>1.0</td>
<td>26</td>
</tr>
<tr>
<td>Friday 9 July</td>
<td><strong>Cowes – Dinard - St Malo Race</strong></td>
<td>Cowes – Dinard – St Malo</td>
<td>151</td>
<td>1.0</td>
<td>27</td>
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<tr>
<td>Sunday 18 – Saturday 24 July</td>
<td><strong>Half Ton Classics Cup</strong></td>
<td>Cowes</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>Saturday 24 July</td>
<td><strong>Channel Race</strong></td>
<td>Cowes – round marks – Solent</td>
<td>110 – 160</td>
<td>1.0</td>
<td>28</td>
</tr>
<tr>
<td>Saturday 4 – Sunday 5 September</td>
<td><strong>Cowes Keelboats Championship</strong></td>
<td>Cowes</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Sunday 8 August</td>
<td><strong>Rolex Fastnet Race</strong></td>
<td>Cowes – Fastnet – Cherbourg</td>
<td>695</td>
<td>1.5</td>
<td>30</td>
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<tr>
<td>Friday 10 September</td>
<td><strong>Castle Rock Race</strong></td>
<td>Cowes – Marks – Cowes</td>
<td>70 - 100</td>
<td>1.0</td>
<td>30</td>
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<tr>
<td>Saturday 18 – Sunday 19 September</td>
<td><strong>IRC Double Handed Inshore National Championship</strong></td>
<td>Cowes</td>
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<tr>
<td>Tuesday 19 October</td>
<td><strong>Hong Kong to Vietnam Race</strong></td>
<td>Hong Kong – Nha Trang, Vietnam</td>
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<td>-</td>
<td>39</td>
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<tr>
<td>TBC November</td>
<td><strong>Raja Muda Selangor International Regatta</strong></td>
<td>Malaysia – Thailand</td>
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**RORC PROVISIONAL RACE PROGRAMME 2022**

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<td>Valletta – Valletta</td>
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<td>1.2</td>
<td>31</td>
</tr>
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<td><strong>RORC Transatlantic Race</strong></td>
<td>Lanzarote – Grenada</td>
<td>2,995</td>
<td>1.5</td>
<td>-</td>
</tr>
</tbody>
</table>
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 2021 WORLD SAILING OFFSHORE SPECIAL REGULATIONS (OSR)
The World Sailing Offshore Special Regulations, any amendments thereto for 2021, 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 IRPCS (International Regulations for Preventing Collisions at Sea), or by government right-of-way rules, between the times of local sunset and sunrise. A boat may take a time penalty as specified in the Sailing Instructions when she may have broken this rule while racing.

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

1.2.9 SAILING INSTRUCTIONS
Sailing Instructions will be issued to boats that have met all of the entry requirements. 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 multihulls is determined by their rating. See NoR 1.5.4 Classes. The minimum LH (LOA) for multihulls is 9.15 metres/30ft.

RORC Notice of Race 2021
Part 1 - General Rules

1.5.2 SUITABILITY
The minimum crew on any monohull shall be three apart from as allowed under NoR 1.5.4.1.4 Two-Handed Class.

1.5.3 EXCLUSION OF BOATS OR COMPETITORS
RRS 76.1 is changed to apply to each race rather than the first race of the series.

1.5.4 CLASSES
1.5.4.1 IRC – Boats rating 0.850 and greater
IRC Rules Parts A, B, and C shall apply, except as varied below or in the Sailing Instructions.

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

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

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

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

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

1.5.4.2 ORC Club - Boats rating 0.900 and greater
In the North Sea Race boats may enter in ORC Club (ORC certificates are acceptable).

1.5.4.3 Multihulls - Boats rating 1.100 and greater
Offshore multihulls with Multihull Offshore Cruising and Racing Association (MOCRA) rating certificates may enter a multihull division in Offshore Races. The minimum crew for multihulls is two. In two-handed multihulls the use of automatic or wind-vane steering is permitted. This changes RRS 52.

Open multihulls may race without any rating.

1.5.4.4 Level Racing
When at least six boats from a class, which in itself races "level" and is recognised by the RORC, take part in a race, a class result shall be transmitted rather than just the MMSI number.

1.5.5 CLASSES AND CLASS FLAGS

<table>
<thead>
<tr>
<th>Class</th>
<th>TCC Range</th>
<th>Class Flag</th>
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</thead>
<tbody>
<tr>
<td>IRC Zero</td>
<td>1.275 and greater</td>
<td>Pennant 0</td>
</tr>
<tr>
<td>IRC One</td>
<td>1.101 – 1.274</td>
<td>Pennant 1</td>
</tr>
<tr>
<td>IRC Two</td>
<td>1.051 – 1.100</td>
<td>Pennant 2</td>
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<tr>
<td>IRC Three</td>
<td>1.004 – 1.050</td>
<td>Pennant 3</td>
</tr>
<tr>
<td>IRC Four</td>
<td>0.850 – 1.003</td>
<td>Pennant 4</td>
</tr>
</tbody>
</table>

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 63 of this Notice of Race.

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

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

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

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

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

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

1.5.7.2 Automatic Identification System (AIS)
Boats shall carry an AIS Transponder in all Offshore Races. See OSR 3.29.13

Competitors shall ensure that the racing name of the boat is transmitted rather than just the MMSI number.
HAVE YOU CONSIDERED ALL YOUR SAFETY REQUIREMENTS?

TO ENSURE YOUR COMPLIANCE TO ‘SPECIAL REGS’, PLEASE CONTACT US FOR THE MOST UP TO DATE INFORMATION ON PRODUCTS AND SERVICING FOR THE 2021 SEASON.

www.oceansafety.com | oceansafety | OceanSafetyLtd
info@oceansafety.com | +44(0)23 8072 0800
Competitors shall ensure that their AIS Transponder is switched on and capable of transmitting and receiving at all times during Offshore Races.

## 1.6  STABILITY AND SAFETY INDICES

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

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

### 1.6.1  SSS OR STIX AND AVS

#### 1.6.1.1  Category 1 and 2 Races:

- Boats with series date of 1995 and later will be categorised under STIX & AVS only.
- Boats with series date before 1995 may be categorised under either STIX & AVS or SSS.

#### 1.6.1.2  Category 3 Races:

- Boats with series date of 2000 and later will be categorised under STIX & AVS only.
- Boats with series date before 2000 may be categorised under either STIX & AVS or SSS.

#### 1.6.1.3  Inshore Races:

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

### 1.6.2  MINIMUM PERMITTED VALUES

<table>
<thead>
<tr>
<th>OSR Category</th>
<th>Category 1</th>
<th>Category 2</th>
<th>Category 3</th>
<th>Inshore</th>
</tr>
</thead>
<tbody>
<tr>
<td>STIX minimum</td>
<td>32</td>
<td>32</td>
<td>23</td>
<td>14</td>
</tr>
<tr>
<td>AVS minimum</td>
<td>130-0.002* m</td>
<td>130-0.002* m</td>
<td>130-0.005* m</td>
<td>90</td>
</tr>
<tr>
<td>SSS minimum</td>
<td>35</td>
<td>28</td>
<td>15</td>
<td>10</td>
</tr>
</tbody>
</table>

Where m is the boat’s Minimum Sailing Weight

## 1.7  ELIGIBILITY – COMPETITORS

### 1.7.1  SHORESIDE CONTACT

Each boat shall nominate a Shoreside Contact. This person must be available on the phone number(s) supplied to the RORC throughout the duration of racing and shall not be a Competitor. In an emergency the RORC will phone the Shoreside Contact who shall act as the link on behalf of the crew. The Shoreside Contact shall hold the Emergency Contact details for all of the crew.

### 1.7.2  OFFSHORE CREWLIST

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

### 1.7.3  Experience Requirement

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

### 1.7.4  Training Requirement

There are basic training requirements for all Categories of Race. See section 6 of the World Sailing Offshore Special Regulations 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 6.04 and 6.05.

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

## 1.8  RACE ENTRY

### 1.8.1  ENTERING A RACE

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

### 1.8.2  PAYMENT

Payment of the race entry fee shall be received by the RORC (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. The RORC may accept other payment methods.

**NB:** No competitor is considered an official entrant into a race until all outstanding entry fees have been finalised with the RORC.

#### 1.8.2.1  Late Payment

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

### 1.8.3  CANCELLATIONS AND REFUNDS

Cancellations before the Closing Date will be eligible for a full refund of the race entry fee.

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

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

Refunds will be sent to the credit card used for payment. For payments made by other means, refunds will be made against a written claim that must be received no later than Fourteen days after the race date.
### 1.8.4 STANDARD ENTRY FEES - SHOWN IN STERLING

<table>
<thead>
<tr>
<th>LH (LOA) (m)</th>
<th>Offshore Weekend Races</th>
<th>Inshore Regattas</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Non-Members</td>
<td>Members (Discount)</td>
</tr>
<tr>
<td>Below 9.00</td>
<td>92</td>
<td>64 (28)</td>
</tr>
<tr>
<td>9.00</td>
<td>105</td>
<td>73 (32)</td>
</tr>
<tr>
<td>10.00</td>
<td>119</td>
<td>83 (36)</td>
</tr>
<tr>
<td>11.00</td>
<td>140</td>
<td>98 (42)</td>
</tr>
<tr>
<td>12.00</td>
<td>159</td>
<td>111 (48)</td>
</tr>
<tr>
<td>13.00</td>
<td>201</td>
<td>140 (61)</td>
</tr>
<tr>
<td>14.00</td>
<td>234</td>
<td>163 (71)</td>
</tr>
<tr>
<td>15.00</td>
<td>311</td>
<td>217 (94)</td>
</tr>
<tr>
<td>16.00</td>
<td>405</td>
<td>283 (122)</td>
</tr>
<tr>
<td>17.00</td>
<td>523</td>
<td>366 (157)</td>
</tr>
<tr>
<td>18.00</td>
<td>700</td>
<td>490 (210)</td>
</tr>
<tr>
<td>19.00</td>
<td>734</td>
<td>513 (221)</td>
</tr>
<tr>
<td>20.00</td>
<td>770</td>
<td>539 (231)</td>
</tr>
<tr>
<td>21.00</td>
<td>810</td>
<td>567 (243)</td>
</tr>
<tr>
<td>22.00</td>
<td>843</td>
<td>590 (253)</td>
</tr>
<tr>
<td>23.00</td>
<td>878</td>
<td>614 (264)</td>
</tr>
<tr>
<td>24.00</td>
<td>912</td>
<td>638 (274)</td>
</tr>
<tr>
<td>25.00</td>
<td>953</td>
<td>667 (286)</td>
</tr>
<tr>
<td>26.00</td>
<td>988</td>
<td>691 (297)</td>
</tr>
<tr>
<td>27.00</td>
<td>1022</td>
<td>715 (307)</td>
</tr>
<tr>
<td>28.00</td>
<td>1056</td>
<td>739 (317)</td>
</tr>
<tr>
<td>29.00</td>
<td>1099</td>
<td>769 (340)</td>
</tr>
<tr>
<td>30.00+</td>
<td>1139</td>
<td>797 (342)</td>
</tr>
</tbody>
</table>

Note: A discount of 30% of the race entry fee is applied for RORC Members. The discount is capped at the value of an ordinary UK member subscription (£355) and this is applied to each race entry fee.

### 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.
Part 1 - General Rules

1.10 PENALTIES

1.10.1 TAKING A PENALTY (RRS 44)

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

1.10.2 PENALTIES FOR INFRINGEMENTS OF OTHER RULES

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

1.11 COMMUNICATION

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

1.11.1 RRS 41 – OUTSIDE HELP

Rule 41(c) is replaced by:

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

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

1.12 SCORING

1.12.1 OFFSHORE RACES

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

<table>
<thead>
<tr>
<th>Number of Competitors</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6</td>
</tr>
<tr>
<td>1</td>
<td>60</td>
</tr>
<tr>
<td>2</td>
<td>54</td>
</tr>
<tr>
<td>3</td>
<td>50</td>
</tr>
<tr>
<td>4</td>
<td>46</td>
</tr>
<tr>
<td>5</td>
<td>43</td>
</tr>
<tr>
<td>6</td>
<td>40</td>
</tr>
<tr>
<td>7</td>
<td>44</td>
</tr>
<tr>
<td>8</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td></td>
</tr>
</tbody>
</table>

Points obtained from the table (excluding points for DNF or RET which are always 10) are multiplied by the points factor. Details can be found in Part 2 of this Notice of Race. Note: For points factors in series scores see: 1.13.1.1 Season’s Points Championship Trophies and Special Awards.
The scoring system for Offshore Races will be the High Points System as above; this amends RRS Appendix A.

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

1.12.3 NUMBER OF RACES
A minimum of three races must be completed to constitute a series.

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

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

1.13.1 SEASON’S POINTS CHAMPIONSHIP TROPHIES AND SPECIAL AWARDS
The Annual Challenge Trophies and Special Awards will be presented at the Annual Dinner.

1.13.1.1 SEASON’S POINTS CHAMPIONSHIP CLASS TROPHIES
A boat’s best high points factor race will be scored at the points factor shown in 1.1 Programme, further high points factor races will be scored at 1.0. A boat’s best five Offshore Races to count.

<table>
<thead>
<tr>
<th>Trophy</th>
<th>Presented for</th>
<th>2020 Winner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Europeans Cup</td>
<td>IRC Zero</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Trenchemer Cup</td>
<td>IRC One</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Emily Verger Plate</td>
<td>IRC Two</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Grenade Goblet</td>
<td>IRC Three</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Cowland Trophy</td>
<td>IRC Four</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Psipsina Trophy</td>
<td>Two-Handed Class</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Boyd Trophy</td>
<td>Mixed Two-Handed Division</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>RORC Decanter</td>
<td>Multihull</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>The Concise Trophy</td>
<td>Class 40</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Oldland/Watts Aquadanca Trophy</td>
<td>For the Sigma 38 with the highest Season’s Points</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>J/109 RORC Trophy</td>
<td>For the J/109 with the highest score from her best five points races including the Rolex Fastnet Race.</td>
<td>Not Awarded in 2020</td>
</tr>
</tbody>
</table>
1.13.1.2 SEASON’S POINTS CHAMPIONSHIP TROPHIES - IRC
A boat’s best high points factor race will be scored at the point’s factor shown in 1.1 Programme, further high points factor races will be scored at 1.0. All Offshore Races to count.

<table>
<thead>
<tr>
<th>Trophy</th>
<th>Presented for</th>
<th>2020 Winner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jazz Trophy</td>
<td>IRC Overall</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Keith Ludlow Trophy</td>
<td>Navigator of the IRC Overall Yacht</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>David Fayle Memorial Cup</td>
<td>Best Sailing School Yacht</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Serendip Trophy</td>
<td>Best Series Produced Yacht</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td></td>
<td>The Serendip Trophy will be presented to the best Cruiser-Racer series produced yacht as decided by the Committee.</td>
<td></td>
</tr>
<tr>
<td>Dillon Perpetual Ladies’ Trophy</td>
<td>Top Mixed Crew Containing 30% Female Sailors</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Haylock Cup</td>
<td>Best British Service Yacht</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Stradivarius Trophy</td>
<td>Best Overseas Yacht</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Arambla Swan Cup</td>
<td>Best Swan</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Alan Paul Trophy</td>
<td>Consistent high performance</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td></td>
<td>Awarded to the yacht with the highest total fleet overall points (all races to count) plus a bonus: 2.5[(R+(R-1) + (R-2) + (R-3) etc + (R-R)) when R=races completed. Class Season’s Points winners are excluded.</td>
<td></td>
</tr>
</tbody>
</table>
### 1.13.1.3 SPECIAL AWARDS

<table>
<thead>
<tr>
<th>Trophy</th>
<th>Presented for</th>
<th>2020 Winner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Somerset Memorial Trophy</td>
<td>Yacht of the Year</td>
<td><em>Jangada</em>, Richard Palmer</td>
</tr>
<tr>
<td></td>
<td>Awarded for outstanding racing achievement by a yacht owned or sailed by a RORC member as voted for by the RORC Main Committee.</td>
<td></td>
</tr>
<tr>
<td>Assuage Trophy for RORC Members</td>
<td>For the yacht, owned or skippered by a RORC member, with the most RORC points in IRC Overall in the Cherbourg Race plus her best three races taken from Cervantes, Morgan Cup, Myth of Malham and the Cowes Dinard St Malo Races. In each of the races an Assuage Tankard will be won by the best yacht on IRC Overall points.</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Highwayman Cup</td>
<td>Best Elapsed time of an IRC yacht in the Cervantes Trophy, Morgan Cup, Cowes Dinard St Malo and Cherbourg races.</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Duncan Munro Kerr Youth Challenge Trophy</td>
<td>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 2020. In the event of equal mileage the younger crew member wins.</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Peter Harrison Youth Trophy</td>
<td>For yachts racing under IRC with a minimum of 33% (rounded up) of the crew under the age of 25 on the 1st January 2020. 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.</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Dennis P Miller Memorial Trophy</td>
<td>British Yacht Overseas</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Seamanship Trophy</td>
<td>Outstanding Act of Seamanship</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Freddie Morgan Trophy</td>
<td>Classic Yacht in IRC</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>The Beken Trophy</td>
<td>Concours d’Elegance in RORC Races</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>Meritorious Award</td>
<td>Outstanding Keelboat Performance by a RORC Member</td>
<td>Not Awarded in 2020</td>
</tr>
<tr>
<td>The Pera Awards</td>
<td>Pera Awards may be given to yachts which receive redress for rendering assistance during a race.</td>
<td>Not Awarded in 2020</td>
</tr>
</tbody>
</table>
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:

<table>
<thead>
<tr>
<th>Number of starters</th>
<th>6 - 8</th>
<th>9 - 15</th>
<th>16 - 24</th>
<th>25 or more</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prizes</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

1.13.2.2.1 Low Number of Starters

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

1.13.2.2.2 High Number of Starters

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

1.14 RACE ENTRY DECLARATION

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

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

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

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

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

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

1.15 INSURANCE

Boats shall be adequately and suitably insured with valid 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.
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

RORC Transatlantic Race

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

ORGANISING AUTHORITY
Organised by the Royal Ocean Racing Club, The International Maxi Association and the Yacht Club de France.

RACE DATE
Start: Saturday 9 January 2021

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

WEBSITE
rorctransatlantic.rorc.org

RORC Caribbean 600

For information only. See event Notice of Race.

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

RACE DATE
Start: Monday 22 February 2021

WEBSITE
caribbean600.rorc.org

Photo: RORC/Arthur Daniel
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 1 May 2021. First Warning Signal: 0850 from the RYS Cowes, to the East. HW: Portsmouth 1240 4.8m

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

2.4 ENTRY
Entry opens at 1200 on Monday 21 December 2020

2.5 CLOSING DATE/RATING DEADLINE
Closing Date: Thursday 15 April 2021
Rating Deadline: Thursday 22 April 2021

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

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

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

2.12 BERTHING
Berthing will be available in the Le Havre marina for the Saturday and Sunday for boats competing in the race.

2.13 SCORING
Points Factor: 1.00. See NoR 1.12

2.14 RACE PRIZES AND TROPHIES
2.14.1 TROPHIES
<table>
<thead>
<tr>
<th>Trophy</th>
<th>Awarded for</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cervantes Trophy</td>
<td>BCT IRC</td>
</tr>
<tr>
<td>Thalassa Cup</td>
<td>IRC One</td>
</tr>
<tr>
<td>Noryema VII Cup</td>
<td>IRC Two</td>
</tr>
<tr>
<td>Vashti Goblet</td>
<td>IRC Three</td>
</tr>
<tr>
<td>Kinross Trophy</td>
<td>IRC Four</td>
</tr>
<tr>
<td>SRH Cup</td>
<td>Two-Handed Class</td>
</tr>
</tbody>
</table>

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

2.15 PRIZE-GIVING
Sunday 2 May 2021 at 1200 (local time) at the Société des Régates du Havre. RORC medallions will be presented on Wednesday 30 June 1800, at the Clubhouse, 20 St James’s Place, London SW1. All crews welcome.

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

Race Office
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 30 April 2021. Please contact the Cowes Clubhouse directly for further information. Telephone: +44 1983 293581
Email: cowes@rorc.org
### NORTH SEA RACE

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

**2.2 RACE DATE**
Start: Friday 14 May 2021. First Warning Signal: 1130, near the entrance of Harwich Harbour. HW: Harwich 1408 4.0m

**2.3 CLASSES**
IRC, IRC Two-Handed, ORC, ORC Two-Handed, Class40, Multihull

**2.4 ENTRY**
Enteries opens at 1200 on Monday 21 December 2020. Even if a boat is entered into the Vuurschepen Race (North Sea Regatta) it must enter the North Sea Race through RORC’s online entry system Sailgate. See NoR 1.8.

**2.4.1 ENTRY DISPENSATION FOR BOATS COMPETING IN THE VUURSCHEPENRACE**
Boats entered into the North Sea Race are not required to lodge a World Sailing Offshore Special Regulations checklist if they have competed in the Vuurschepen Race and have been inspected.

**2.5 CLOSING DATE/RATING DEADLINE**
Closing Date: Thursday 29 April 2021
Rating Deadline: Thursday 6 May 2021

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

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

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

**2.13 SCORING**
Points Factor: 1.2. See NoR 1.12

### RACE PRIZES AND TROPHIES

#### 2.14 IRC TROPHIES

<table>
<thead>
<tr>
<th>Trophy</th>
<th>Awarded for</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goeree Challenge Cup</td>
<td>BCT IRC</td>
</tr>
<tr>
<td>Wylie Trophy</td>
<td>IRC Zero</td>
</tr>
<tr>
<td>Lutine Trophy</td>
<td>IRC One</td>
</tr>
<tr>
<td>Joannes Pompejus Memorial Cup</td>
<td>IRC Two</td>
</tr>
<tr>
<td>Carter Ruck Trophy</td>
<td>IRC Three</td>
</tr>
<tr>
<td>Jan Moreton Trophy</td>
<td>IRC Four</td>
</tr>
<tr>
<td>Golden Dragon Trophy</td>
<td>Two-Handed Class</td>
</tr>
<tr>
<td>Smith’s Knoll Trophy</td>
<td>First long course yacht at Smith’s Knoll Buoy</td>
</tr>
<tr>
<td>City of the Hague Trophy</td>
<td>Best yacht from Yacht Club Scheveningen</td>
</tr>
<tr>
<td>C70 Trophy</td>
<td>The Netherlands vs Great Britain</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Trophy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zwerver Cup</td>
</tr>
<tr>
<td>Lora Challenge Cup</td>
</tr>
<tr>
<td>Veerhaven Trophy</td>
</tr>
</tbody>
</table>

#### 2.14.3 R ORC PRIZES
Class40, Multihull, RORC Medallions.

**2.15 PRIZE-GIVING**
Sunday 16 May 2021 at 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

Telephone: +31 6 53 24 44 95

North Sea Regatta 2020: IRC and ORC Regatta
- 11 May: Vuurschepen Race, Scheveningen – Harwich
- 14 May: North Sea Race (ORC), 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.
2.1 ORGANISING AUTHORITY
Organised by the Royal Ocean Racing Club in association with the Royal Yacht Squadron.

2.2 RACE DATE
Start: Saturday 29 May 2021. First Warning Signal: 1250, RYS Cowes, to the West. HW: Portsmouth 1427 4.7m

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

2.4 ENTRY
Entry opens at 1200 on Monday 21 December 2020

2.5 CLOSING DATE/RATING DEADLINE
Closing Date: Thursday 13 May 2021
Rating Deadline: Thursday 20 May 2021

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

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

2.11 COURSE
Solent to Eddystone Lighthouse then return to Solent. Approximately 235 nautical miles.

2.13 SCORING
Points Factor: 1.20. See NoR 1.12

2.14 RACE PRIZES AND TROPHIES

<table>
<thead>
<tr>
<th>Trophy</th>
<th>Awarded for</th>
</tr>
</thead>
<tbody>
<tr>
<td>Myth of Malham Cup</td>
<td>BCT IRC</td>
</tr>
<tr>
<td>Loujaine Cup</td>
<td>IRC One</td>
</tr>
<tr>
<td>Jamarella Trophy</td>
<td>IRC Two</td>
</tr>
<tr>
<td>Maid of Malham Cup</td>
<td>IRC Three</td>
</tr>
<tr>
<td>Ernest Moore Plate</td>
<td>IRC Four</td>
</tr>
<tr>
<td>Ville D’Hyeres Trophy</td>
<td>Two-Handed Class</td>
</tr>
</tbody>
</table>

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

2.15 PRIZE-GIVING
Trophies and RORC Medallions will be presented on Wednesday 30 June 2021 at 1800 at the Clubhouse, 20 St James’s Place, London SW1. All crews welcome.

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

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

RORC Cowes Clubhouse
Dinner reservations can be made with the Cowes Clubhouse for the evening of Friday 22nd May 2021, and breakfast orders for the morning of the start on Saturday 23rd May 2021. Please contact the Cowes Clubhouse directly for further information.
Telephone: +44 1983 293581
Email: cowes@rorc.org

Telephone: +31 6 53 24 44 95
Email: info@nsr.nl
Website: www.nsr.nl

Myth of Malham Race

Photo: RORC/Paul Wyeth/www.pwpictures.com
Part 2 - The Races

East Coast Race

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

ORGANISING AUTHORITY
East Anglian Offshore Racing Association in association with the Royal Burnham Yacht Club and the Royal Ocean Racing Club.

RACE DATE
Start: Friday 4 June 2021

COURSE
Burnham on Crouch to Breskens. Approximately 135 nautical miles.

RORC SEASON’S POINTS CHAMPIONSHIP
The East Coast Race is part of the RORC Season’s Points Championship – Points Factor 1.0. See this NoR 1.1 & 1.12.

WORLD SAILING OFFSHORE SPECIAL REGULATIONS
Category 3 plus Category 2 liferaft.

Dun Laoghaire to Dingle Race

For information only. See event Notice of Race.

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

RACE DATE
Start: Friday 9 June 2021

COURSE
Dun Laoghaire to Dingle. Approximately 300 nautical miles.

WORLD SAILING OFFSHORE SPECIAL REGULATIONS
Category 3 plus Category 2 liferaft.

WEBSITE
www.d2drace.ie
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 Guernsey Yacht Club.

2.2 RACE DATE
Start: Friday 11 June 2021. First Warning Signal: 1750, from the RYS Cowes, to the East. HW: Portsmouth 1315 4.4m

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

2.4 ENTRY
Entry opens at 1200 on Monday 21 December 2020

2.5 CLOSING DATE/RATING DEADLINE
Closing Date: Thursday 27 May 2021
Rating Deadline: Thursday 3 June 2021

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

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

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

2.13 SCORING
Points Factor: 1.30. See NoR 1.12

2.14 RACE PRIZES AND TROPHIES
2.14.1 TROPHIES

<table>
<thead>
<tr>
<th>Trophy</th>
<th>Awarded for</th>
</tr>
</thead>
<tbody>
<tr>
<td>Royal Thames Yacht Club Morgan Cup</td>
<td>BCT IRC</td>
</tr>
<tr>
<td>RTYC Knightsbridge Cup</td>
<td>IRC One</td>
</tr>
<tr>
<td>RTYC Queenborough Cup</td>
<td>IRC Two</td>
</tr>
<tr>
<td>RTYC Charles Ball Challenge Cup</td>
<td>IRC Three</td>
</tr>
<tr>
<td>RTYC Warsash Cup</td>
<td>IRC Four</td>
</tr>
<tr>
<td>RTYC Colin Campbell Challenge Cup</td>
<td>Two-Handed Class</td>
</tr>
<tr>
<td>RORC Salver</td>
<td>1st Yacht Home</td>
</tr>
</tbody>
</table>

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). RORC Medallions will be presented on Wednesday 30 June 2021 at 1800 at the Clubhouse, 20 St James’s Place, London SW1. All crews welcome.

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

Race Office
Finish: RORC Representative: c/o Guernsey Yacht Club, Castle Emplacement, St Peter Port, Guernsey GY1 1AU
Telephone: +44 7825 007 035
Part 2 - The Races

De Guingand Bowl Race

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

2.2 RACE DATE
Start: Saturday 26 June 2021...
First Warning Signal: 0750, RYS Cowes, to the East. HW: Portsmouth 1323 4.7m

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

2.4 ENTRY
Entry opens at 1200 on Monday 21 December 2020

2.5 CLOSING DATE/RATING DEADLINE
Closing Date: Thursday 11 June 2021
Rating Deadline: Thursday 18 June 2021

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
Points Factor: 1.00. See NoR 1.12

2.14 RACE PRIZES AND TROPHIES
2.14.1 TROPHIES
<table>
<thead>
<tr>
<th>Trophy</th>
<th>Awarded for</th>
</tr>
</thead>
<tbody>
<tr>
<td>De Guingand Bowl</td>
<td>BCT IRC</td>
</tr>
<tr>
<td>St Barbara Trophy</td>
<td>IRC One</td>
</tr>
<tr>
<td>Stewart Cup</td>
<td>IRC Two</td>
</tr>
<tr>
<td>Auclair Memorial Trophy</td>
<td>IRC Three</td>
</tr>
<tr>
<td>David Maufe Salver</td>
<td>IRC Four</td>
</tr>
</tbody>
</table>

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

2.15 PRIZE-GIVING
Trophies and RORC Medallions will be presented on Saturday 11 September 2021 at 1800, at the Cowes Clubhouse, The Parade, Cowes PO31 7QU. 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 25 June 2021, and breakfast orders for the morning of the start on Saturday 26 June 2021. Please contact the Cowes Clubhouse directly for further information.
Telephone: +44 1983 293581
Email: cowes@rorc.org

La Trinité Race

For information only. See event Notice of Race at 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 4 July 2021
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 9 July 2021. First Warning Signal: 1120, RYS Cowes, to the West. HW: Portsmouth 1220 4.3m

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

2.4 ENTRY
Entry opens at 1200 on Monday 21 December 2020. In co-operation with JOG the following arrangement applies to the Cowes-Dinard-St Malo Race this year: Boats in the JOG Offshore Championship may gain JOG points by a request to RORC before the race and payment of an additional £10 to which RORC add an additional contribution for the benefit of JOG.

2.5 CLOSING DATE/RATING DEADLINE
Closing Date: Thursday 24 June 2021
Rating Deadline: Thursday 1 July 2021

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

2.13 SCORING
Points Factor: 1.00. See NoR 1.12

2.14 RACE PRIZES AND TROPHIES
2.14.1 TROPHIES

<table>
<thead>
<tr>
<th>Trophy</th>
<th>Awarded for</th>
</tr>
</thead>
<tbody>
<tr>
<td>King Edward VII Cup</td>
<td>BCT IRC</td>
</tr>
<tr>
<td>Derek Boyer Trophy</td>
<td>2nd BCT IRC</td>
</tr>
<tr>
<td>Lloyds of London Salver</td>
<td>IRC Zero</td>
</tr>
<tr>
<td>Noryema Trophy</td>
<td>IRC One</td>
</tr>
<tr>
<td>Yeoman Bowl</td>
<td>IRC Two</td>
</tr>
<tr>
<td>Yacht Club de Dinard Trophy</td>
<td>IRC Three</td>
</tr>
<tr>
<td>IR Trophy</td>
<td>IRC Four</td>
</tr>
<tr>
<td>Slingshot Trophy</td>
<td>Two-Handed Class</td>
</tr>
<tr>
<td>Sandison Memorial Salver</td>
<td>1st Monohull Home</td>
</tr>
<tr>
<td>John West Trophy*</td>
<td>Club Challenge for two yacht teams scored in IRC Overall</td>
</tr>
<tr>
<td>Newcome Hoare Trophy*</td>
<td>Best IRC yacht on corrected time with 25% of the crew u25</td>
</tr>
<tr>
<td>Roulette Trophy</td>
<td>Best Contessa 32 belonging to the Class Association</td>
</tr>
<tr>
<td>Spica Trophy*</td>
<td>Best IRC 4 boat, 38ft and under, with a crew made up of at least 3 family and friends</td>
</tr>
<tr>
<td>Yacht Club de France Shield</td>
<td>Awarded at the discretion of the Yacht Club de France</td>
</tr>
<tr>
<td>The Dinard Trophy</td>
<td>1st Multihull Home</td>
</tr>
<tr>
<td>Yachts and Yachting Cauldron</td>
<td>BCT MOCRA Rating Rule</td>
</tr>
</tbody>
</table>

* 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 11 July 2021 at 1000 (local time), at the Société Nautique de la Baie de St. Malo. RORC medallions will be presented on Saturday 11 September 1800, at the Cowes Clubhouse, The Parade, Cowes 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 8 July 2021, and breakfast orders for the morning of the start on Friday 9 July 2021. Please contact the Cowes Clubhouse directly for further information.

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

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 8 July 2021, and breakfast orders for the morning of the start on Friday 9 July 2021. Please contact the Cowes Clubhouse directly for further information.

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

Race Office
Finish: RORC representative, Société Nautique de la Baie de St. Malo, Quai de Bajoyer 5, 35400 St. Malo.
Telephone: + 33 2 9920 2295

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

Multihull Course Record: 2015 Concise 10 in 9 hours 12 minutes and 35 seconds.
Part 2 - The Races

Channel Race

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

2.2 RACE DATE
Start: Saturday 24 July 2021. First Warning Signal: 1050, RYS Cowes, to the West. HW: Portsmouth 1225 4.6m

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

2.4 ENTRY
Entry opens at 1200 on Monday 21 December 2020.

2.5 CLOSING DATE/RATING DEADLINE
Closing Date: Thursday 8 July 2021
Rating Deadline: Thursday 15 July 2021

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
Points Factor: 1.00. See NoR 1.12

2.14 RACE PRIZES AND TROPHIES
2.14.1 TROPHIES

<table>
<thead>
<tr>
<th>Trophy</th>
<th>Awarded for</th>
</tr>
</thead>
<tbody>
<tr>
<td>Channel Challenge Cup</td>
<td>BCT IRC</td>
</tr>
<tr>
<td>Stetson Plate</td>
<td>IRC One</td>
</tr>
<tr>
<td>Royal Albert Yacht Club Trophy</td>
<td>IRC Two</td>
</tr>
<tr>
<td>Royal Albert Yacht Club Trophy</td>
<td>IRC Three</td>
</tr>
<tr>
<td>Royal Albert Yacht Club Trophy</td>
<td>IRC Four</td>
</tr>
<tr>
<td>Assegai Bowl</td>
<td>Two-Handed Class</td>
</tr>
<tr>
<td>Hugh Astor Trophy</td>
<td>1st Yacht Home</td>
</tr>
<tr>
<td>Inter Service Trophy</td>
<td>Service Yacht with BCT</td>
</tr>
</tbody>
</table>

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

2.15 PRIZE-GIVING
Trophies and RORC Medallions will be presented on Saturday 11 September 2021 at 1800, at the Cowes Clubhouse, The Parade, Cowes 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 23 July 2021, and breakfast orders for the morning of the start on Saturday 24 July 2021. Please contact the Cowes Clubhouse directly for further information.

Telephone: +44 1983 293581
Email: cowes@rorc.org
A NEW CHAPTER FOR THE RACE, WITH A NEW DESTINATION

CHERBOURG-EN-COTENTIN LOOKS FORWARD TO WELCOMING YOU!
Part 2 - The Races

Rolex Fastnet Race

For information only. See event Notice of Race at Rolexfastnetrace.com

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

RACE DATE
Start: Sunday 8 August 2021

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

Castle Rock Race

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

2.2 RACE DATE
Start: Friday 10 September 2021. First Warning Signal: 1850, RYS Cowes, to the East. HW: Portsmouth 1432 4.8m

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

2.4 ENTRY
Entry opens at 1200 on Monday 21 December 2020

2.5 CLOSING DATE/RATING DEADLINE
Closing Date: Thursday 26 August 2021
Rating Deadline: Thursday 2 September 2021

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
Points Factor: 1.00. See NoR 1.12.

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

<table>
<thead>
<tr>
<th>Trophy</th>
<th>Awarded for</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loujaine Trophy</td>
<td>BCT IRC</td>
</tr>
<tr>
<td>Quailo Cup</td>
<td>IRC One</td>
</tr>
<tr>
<td>Trophée des Deux Manches</td>
<td>IRC Two</td>
</tr>
<tr>
<td>Yacht Club de France Trophy</td>
<td>IRC Three</td>
</tr>
<tr>
<td>Jolie Brise Trophy</td>
<td>IRC Four</td>
</tr>
<tr>
<td>RORC Trophy</td>
<td>Two-Handed Class</td>
</tr>
</tbody>
</table>

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

2.15 PRIZE-GIVING
Trophies will be presented on Saturday 11 September 2021 at 1800, at the Cowes Clubhouse. 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 9 September 2021 and Saturday 11 September, and breakfast orders for the morning of the start on Friday 10 September 2021. Please contact the Cowes Clubhouse directly for further information.
Telephone: +44 1983 293581
Email: cowes@rorc.org
Rolex Middle Sea Race

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

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

RACE DATE
Start: Saturday 23 October 2021

CLASSES
IRC and ORC

WORLD SAILING OFFSHORE SPECIAL REGULATIONS
Category 2

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

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

Want to win yacht races?
A vital ingredient is coaching
(That’s why America’s Cup teams have coaches, as do all Olympic sailors)

Free coaching is available to all entrants in the RORC Easter Challenge
(You can even pre-request coaches look at specifics – trim, new sails, manoeuvres, etc)

Coaches to be led by Andrew ‘Dog’ Palfrey, 2x Olympian, Etchells and 5.5m World Champion and AC coach
(...plus America’s Cup coach Eddie Warden Owen and North Sails)

Outside assistance rules relaxed – coaches can come on board/you can see your trim from a coach boat DURING RACING
(...and you can’t be protested for it)

Standing-room only debriefs including drone footage
(Learn from some of the grand masters in the convivial setting of the Cowes Clubhouse)

RORC Easter Challenge
2–4 April 2021
Part 2 - The Races

RORC Easter Challenge

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

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

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

RACE DATE
Friday 2 - Sunday 4 April 2021

Vice Admiral’s Cup

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

This event held in the Solent is designed for class racing and closely banded IRC classes with a mixture of windward/leeward and round the cans races. A social programme will be based at the RORC Cowes Clubhouse. Among the classes expected in 2021 are Fast 40, Performance 40, J/111, J/109, HP30, SB20 and Quarter Ton.

ORGANISING AUTHORITY
Royal Ocean Racing Club

RACE DATE
Friday 21 – Sunday 23 May 2021

Cowes Solent Series

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

The annual Cowes Keelboat series is a celebration of dayboat racing, and is open to the local fleets of Etchells, Dragons, RS Elites, Flying Fifteens, XOD’s and Darings who will be competing on round the cans racing from our RORC Cowes club house start line. The series forms part of the CCCA 2021 programme of events.

ORGANISING AUTHORITY
Cowes Clubs and Classes Association

RACE DATES
Saturday 8 – Sunday 9 May and
Saturday 5 – Sunday 6 June 2021
IRC NATIONALS

18 - 20 JUNE 2021

CLOSING DATE THURSDAY 10 JUNE 2021
IRC CLASSES
IRC boats with TCC 0.850 and above.
Further information can be found on the documents page of the website.
See event Notice of Race at www.rorc.org
Part 2 - The Races

IRC National Championship

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

ORGANISING AUTHORITY
Organised by the Royal Ocean Racing Club.

RACE DATE
Friday 18 June – Sunday 20 June 2021

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

ENTRY
Entry opens at 1200 on Monday 11 January 2021

CLOSING DATE/RATING DEADLINE
Closing Date: Thursday 18th June 2020
Rating Deadline: Thursday 18th June 2020

WORLD SAILING OFFSHORE SPECIAL REGULATIONS
Appendix B Inshore Racing plus VHF radio.

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

BERTHING
Berthing will not be provided. Boats wishing to berth in Cowes need to make their own arrangements. Cowes Yacht Haven – Tel: +44 1983 299 975.

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

RACE PRIZES AND TROPHIES

TROPHIES

<table>
<thead>
<tr>
<th>Trophy</th>
<th>Awarded for</th>
</tr>
</thead>
<tbody>
<tr>
<td>RORC IRC National Championship Trophy</td>
<td>1st Overall</td>
</tr>
<tr>
<td>Jackdaw Trophy</td>
<td>2nd Overall</td>
</tr>
<tr>
<td>Roger Granger Memorial Cup</td>
<td>Top Boat owned by a RORC Member</td>
</tr>
</tbody>
</table>

TINY MITCHELL TROPHY
The Tiny Mitchell Trophies will be awarded to the winner of each class for the lowest resultant score for all races held on Saturday 19 June 2021. There will be no discards.

RORC PRIZES
Prizes for all classes

PRIZE-GIVING
The Prize-giving for the IRC National Championship will be held at 1600 on Sunday 20 June 2021 at the RORC Cowes Clubhouse.

NOTICES TO COMPETITORS

SOCIAL
All Competitors will be welcome at the RORC Cowes Clubhouse during the event. For details of accommodation and dining facilities please contact the Club. Additional social arrangements will be published in the Sailing Instructions.
Telephone: +44 1983 293581
Email: cowes@rorc.org

Photo: RORC/Paul Wyeth/www.pwpictures.com
Part 2 - The Races

Half Ton Classics Cup

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

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

ORGANISING AUTHORITY
Royal Ocean Racing Club

RACE DATE
Monday 19 – Saturday 24 July 2021

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

Cowes Keelboat Championship

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

The annual Cowes Keelboat series is a celebration of dayboat racing, and is open to the local fleets of Etchells, Dragons, RS Elites, Flying Fifteens, XOD's and Daring who will be competing on round the cans racing from our RORC Cowes club house start line. The series forms part of the CCCA 2021 programme of events.

ORGANISING AUTHORITY
Cowes Clubs and Classes Association

RACE DATE
Saturday 5– Sunday 6 September 2021

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

RORC Telegraph Bowl for XOD

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

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

ORGANISING AUTHORITY
Royal Ocean Racing Club

RACE DATE
Saturday 5– Sunday 6 September 2021

Photo: RORC/Paul Wyeth/www.pwpictures.com
IRC Two-Handed Inshore National Championship

CLOSING DATE/RATING DEADLINE
Closing Date: Thursday 9 September 2021
Rating Deadline: Thursday 9 September 2021

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

COURSE
Around fixed or laid marks in the Solent.

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

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

PRIZE-GIVING
The prize giving will be on Sunday 19 September 2021 at RORC, Cowes Clubhouse. Target time 16:00.

NOTICES TO COMPETITORS
Dinner reservations can be made with the Cowes Clubhouse for the evenings of Friday 17th and Saturday 18 September 2021 and breakfast orders for the mornings of Saturday 18 and Sunday 19 September 2021. There will also be a social event after racing on Saturday 18 September 2021. Please contact the Cowes Clubhouse directly for further information.
Telephone: +44 1983 293581
Email: cowes@rorc.org

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

ORGANISING AUTHORITY
Organised by the Royal Ocean Racing Club

RACE DATE
Saturday 18 - Sunday 19 September 2021.

CLASSES
IRC

ENTRY
Entry opens at 1200 on Monday 11 January 2021
Dubai to Muscat Race

For information only. See event Notice of Race.

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

RACE DATE
Start: Friday 26 March 2021

WEBSITE
www.dubaitomuscatrace.com

Rolex China Sea Race

For information only. See event Notice of Race.

ORGANISING AUTHORITY
The Rolex China Sea Race, a biennial 565nm category 1 offshore race, is organised and conducted by the Royal Hong Kong Yacht Club (RHKYC) in co-operation with the Manila Yacht Club and with the finish hosted by Subic Bay Yacht Club. The race is run under the auspices of the Royal Ocean Racing Club (RORC) and the RHKYC Offshore Prescriptions.

RACE DATE
Start: Wednesday 31 March 2021

WEBSITE
www.rolexchinesearace.com

IRC European Championship

For information only. See event Notice of Race.

ORGANISING AUTHORITY
This year it will be taking place in the popular sailing venue of Hyères on France’s Mediterranean coast, organised by the Cercle d’Organisation du Yachting de Compétition Héros (CDYCH) and the Yacht Club de Porquerolles in conjunction with the UNCL. Past editions of this event suggest there will be a strong-turn of IRC yachts not just from France and her Mediterranean neighbours, but also from the UK and Northern Europe, all keen to have a go at winning this prestigious event in the international IRC calendar.

RACE DATE
Wednesday 23 – Sunday 27 June 2021
Lyver Trophy Race

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

ORGANISING AUTHORITY
Liverpool Yacht Club & Royal Dee Yacht Club with the assistance of The National Yacht Club.

RACE DATE
Start: Friday 2 July 2021

COURSE
Liverpool to Dun Laoghaire. Approximately 100-150 nautical miles

WORLD SAILING OFFSHORE SPECIAL REGULATIONS
Category 3 plus Category 2 liferaft.

Raja Muda Selangor International Regatta

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

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

RACE DATE
Start: TBC November

CLASSES
IRC and ORC

COURSE
TBC November
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
**SECTION 1 - FUNDAMENTAL AND DEFINITIONS**

1.01 Purpose and Use

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

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

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

1.02 Responsibility of Person in Charge

**1.02.1** Under RRS 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

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>#</td>
<td>Pound force (lbf)</td>
</tr>
<tr>
<td>ABS</td>
<td>American Bureau of Shipping</td>
</tr>
<tr>
<td>Age Date</td>
<td>Month/year of first launch</td>
</tr>
<tr>
<td>AIS</td>
<td>Automatic Identification Systems</td>
</tr>
<tr>
<td>CEN</td>
<td>Comité Européen de Normalisation</td>
</tr>
</tbody>
</table>
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
The World Sailing Offshore Special Regulations

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>RRS</td>
<td>World Sailing - Racing Rules of Sailing</td>
</tr>
<tr>
<td>Safety Line</td>
<td>A tether used to connect a safety harness to a strong point</td>
</tr>
<tr>
<td>SAR</td>
<td>Search and Rescue</td>
</tr>
<tr>
<td>SART</td>
<td>Search and Rescue Transponder</td>
</tr>
<tr>
<td>Securely Fastened</td>
<td>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</td>
</tr>
<tr>
<td>SOLAS</td>
<td>Safety of Life at Sea Convention</td>
</tr>
<tr>
<td>SSS</td>
<td>The Safety and Stability Screening numeral</td>
</tr>
<tr>
<td>Static Ballast</td>
<td>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</td>
</tr>
<tr>
<td>Static Safety Line</td>
<td>A safety line (usually shorter than a safety line carried with a harness) kept clipped on at a work-station</td>
</tr>
<tr>
<td>STIX</td>
<td>ISO 12217-2 Stability Index</td>
</tr>
<tr>
<td>Variable Ballast</td>
<td>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</td>
</tr>
<tr>
<td>Waterline</td>
<td>The water surface when the boat is floating in measurement trim</td>
</tr>
<tr>
<td>World Sailing</td>
<td>Formerly the International Sailing Federation or ISAF</td>
</tr>
</tbody>
</table>

** 1.03.2 The words “shall” and “must” are mandatory, and “should” and “may” are permissive |
** 1.03.3 The word “yacht” shall be taken as fully interchangeable with the word “boat”

SECTION 2- APPLICATION & GENERAL REQUIREMENTS

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

2.01.1 Category 0
Trans-oceanic races, including races which pass through areas in which air or sea temperatures are likely to be less than 5°C (41°F) other than temporarily, where boats must be completely self-sufficient for very extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.

2.01.2 Category 1
Races of long distance and well offshore, where boats must be completely self-sufficient for extended periods of time, capable of withstandng heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.

2.01.3 Category 2
Races of extended duration along or not far removed from shorelines or in large unprotected bays or lakes, where a high degree of self-sufficiency is required of the boats.

2.01.4 Category 3
Races across open water, most of which is relatively protected or close to shorelines.

2.01.5 Category 4
Short races, close to shore in relatively warm or protected waters normally held in daylight.

2.01.6 Special Regulations - for Inshore Racing
Short races, close to shore in relatively warm and protected waters where adequate shelter and/or effective rescue is available all along the course, held in daylight only (refer to Appendix B).

2.01.7 Special Regulations - for Inshore Dinghy Racing
Short races in boats that may not be self-sufficient, with rescue boats available all along the course, held in daylight only (refer to Appendix C).

2.02 Incident Reporting
The Organizing Authority of a race will establish whether any incidents occurred, which if reported would be likely to be relevant to evolving the Offshore Special Regulations, the plan review process, or in increasing safety. The Organizing Authority will follow any guidelines issued by World Sailing concerning incident reporting.
2.03 ** Inspection
A boat may be inspected at any time. If she fails to comply with the OSR her entry may be rejected or she will be subject to protest.

2.04 ** General Requirements

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

2.04.2 ** Heavy items shall be permanently installed or securely fastened.

SECTION 3 - STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

3.01 ** Strength of Build and Rig
A boat shall be/have:

3.01.1 ** Properly rigged, fully seaworthy and shall meet the OSR.

3.01.2 ** Equipped with shrouds and at least one forestay that shall remain connected to the mast and the boat while racing.

3.02 ** Watertight and Structural Integrity of a Boat

3.02.1 ** Essentially watertight and all openings shall be capable of being immediately secured. Centreboard, daggerboard trunks and the like shall not open into the interior of a hull except via a watertight maintenance hatch with the opening entirely above the Waterline.

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

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

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

3.03 ** Hull Construction Standards (Scantlings)

3.03.1 ** If a monohull with a Primary Launch after 2009
   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
   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.

3.03.2 ** A monohull with Primary Launch between 1987 and 2010, and all multihulls, shall have been designed, built, maintained, modified or repaired in accordance with the requirements of:
| Mo0,1,2 | a) OSR 3.03.1, or |
| Mo0,1,2 | b) the ABS Guide for Building and Classing Offshore Yachts and have on board either an ABS certificate of plan approval, or written statements signed by the designer and builder confirming that they have respectively designed and built the boat in accordance with the ABS Guide, or |
| MoMu0,1,2 | c) the EC Recreational Craft Directive for Category A having obtained the CE mark, or |
| MoMu0,1,2 | d) ISO 12215 Category A, with written statements signed by the designer and builder confirming that they have respectively designed and built the boat in accordance with the ISO standard, and |
| MoMu0,1,2 | e) have written statements or approvals in accordance with a), or b) or c) and d) above for all significant repairs or modifications to the hull, deck, coach roof, keel or appendages, on board, except |
| MoMu0,1,2 | f) that a race organizer or class rules may accept, when that described in a), b), c), d) or e) above is not available, the signed statement by a naval architect or other person familiar with the standards listed above that the boat fulfills these requirements |

### 3.04 Stability - Monohulls

| Mo0,1,2 | 3.04.1 Able to demonstrate compliance with ISO 12217-2* design category A or higher, either by EC Recreational Craft Directive certification having obtained the CE mark or the designer’s declaration |
| Mo3 | 3.04.1 Able to demonstrate compliance with ISO 12217-2* design category B or higher, either by EC Recreational Craft Directive certification having obtained the CE mark or the designer’s declaration. *The latest effective version of ISO 12217-2 should be used unless the boat was already designed to a previous version |
| Mo0,1,2,3 | 3.04.2 Where compliance in accordance with 3.04.1 cannot be demonstrated, able to demonstrate either: |
| Mo0,1,2 | a) i) a STIX value not less than 32; and |
| Mo0,1,2 | ii) AVS not less than 130 - 0.002*m, but always >= 100°, (where “m” is the mass of the boat in the minimum operating condition as defined by ISO 12217-2); and |
| Mo0,1,2 | iii) a minimum righting energy m*AGZ>172000 (where AGZ is the positive area under the righting lever curve in the minimum operating condition, expressed in kg metre degrees from upright to AVS); or |
| Mo3 | a) i) a STIX value not less than 23; and |
| Mo3 | ii) AVS not less than 130 - 0.005*m, but always >= 95°, (where “m” is the mass of the boat in the minimum operating condition as defined by ISO 12217-2); and |
| Mo3 | iii) a minimum righting energy not less than m*AGZ>57000 (where AGZ is the positive area under the righting lever curve in the minimum operating condition, expressed in kg metre degrees from upright to AVS); or |
| Mo0 | b) Stability Index in ORC Rating System of not less than 120; or |
| Mo1 | b) Stability Index in ORC Rating System of not less than 115; or |
| Mo2 | b) Stability Index in ORC Rating System of not less than 110; or |
| Mo3 | b) Stability Index in ORC Rating System of not less than 103; or |
| Mo0,1 | c) IRC SSS Base value of not less than 35 |
| Mo2 | c) IRC SSS Base value of not less than 28 |
| Mo3 | c) IRC SSS Base value of not less than 15 |
| Mo0 | 3.04.3 Capable of self-righting from an inverted position with or without reasonable intervention from the crew and independent of the condition of the rig. |

### 3.05 Stability and Flotation - Multihulls

| Mu0,1,2,3,4 | 3.05.1 Watertight bulkheads and compartments (which may include permanently installed flotation material) in each hull, to ensure that the boat is effectively unsinkable and capable of floating in a stable position with at least half the length of one hull flooded (see OSR 3.13.2) |
| Mu0,1,2,3,4 | 3.05.2 Transverse watertight bulkheads at intervals of not more than 4 m (13'-3") in every hull without accommodation if with a First Launch after 1998 |
| Mu0,1,2,3,4 | 3.05.3 Designed and built to resist capsize. |

### 3.06 Exits - Monohulls
Figure 1 - Measurements of Minimum Clear Opening

Mo0,1,2,3,4

3.06.1 At least two exits if 8.5 m (28') LH and greater and with a Primary Launch after 1994. One exit shall be located forward of the foremost mast except where structural features prevent its installation.

Mo0,1,2,3,4

3.06.2 The following minimum clear hatch openings if First Launch after 2013:

Mo0,1,2,3,4

a) a circular hatch with diameter 450 mm (18”); or

Mo0,1,2,3,4

b) any other shape with minimum dimension of 380 mm (15”) and minimum area of 0.18 m² (1.9 ft²) (see figure 1).

Mo0,1,2,3,4

3.07 Exits and Escape Hatches - Multihulls

3.07.1 Exits

Mo0,1,2,3

At least two exits in each hull which contains accommodations.

Mo4

At least two exits in each hull which contains accommodations if 8 m (26'-3") LH and greater.

3.07.2 Escape Hatches, Underside Clipping Points & Handholds

Mo0,1,2,3,4

a) If 12 m (39'-4") LH and greater each hull which contains accommodation:

Mo0,1,2,3,4

i) an escape hatch for access to and from the hull in the event of an inversion;

Mo0,1,2,3,4

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

iii) each escape hatch above the waterline when the boat is inverted;

Mo0,1,2,3,4

iv) each escape hatch at or near the midships station if First Launch after 2000;

Mo0,1,2,3,4

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

3.07.2 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.

Mo0,1,2,3,4

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.

Mo0,1,2,3,4

c) each escape hatch shall have been opened both from inside and outside within 6 months prior to the race.

Mo0,1,2,3,4

d) appropriate handholds/clipping points on the underside sufficient for all crew (on a trimaran these shall be around the central hull).

Mo0,1,2,3,4

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.

Mo2,3,4

3.07.3 This is replaced by a RORC Prescription: Multihulls shall have escape hatch(es) as detailed in OSR 3.07.2.

Mo0,1,2,3,4

3.08 Hatches & Companionways

**

3.08.1 Hatch covers forward of the maximum beam station shall not open toward the interior of the boat, except hatches in the side of a coachroof or ports having an area of less than 0.071 m² (110 in²).

**

3.08.2 A hatch, including a hatch over a locker shall be:

**

a) permanently attached and capable of being firmly shut immediately and remaining firmly shut in a 180° capsize

Mo0,1,2,3,4

b) above the water when the boat is heeled 90°
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 0.071^2 m (110 in^2).

** 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".

** 3.08.4 Companionway hatches:

a) fitted with a strong securing arrangement which shall be operable from the exterior and interior even when the boat is inverted.

b) blocking devices:

i) capable of being retained in position with the hatch open or shut.

** 3.08.5 if a monohull with Open Cockpit(s):

a) a companionway sill that does not extend below the local sheerline; or

b) a companionway in full compliance with ISO 11812 category A.

** 3.08.6 if a monohull with Contained Cockpit(s) where the companionway extends below the local sheerline, panels capable of blocking the companionway up to the level of the local sheerline whilst giving access to the interior.

** 3.08.7 if a multihull with a companionway hatch extending below the local sheerline either:

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

b) be in compliance with ISO 11812 to design category A.

** 3.09 Cockpits

- Cockpits that self-drain quickly by gravity at all angles of heel and are permanently incorporated as an integral part of the boat.

- 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).

- A bow, lateral, central or stern well is a cockpit for the purposes of OSR 3.09.

** 3.09.4 Cockpit Volume

The maximum combined volume below lowest coamings of all contained cockpits shall be:

a) primary launch before April 1992: 6% (LWL x maximum beam x freeboard abreast the cockpit)

b) primary launch after March 1992 as above for the appropriate category except that "lowest coamings" shall not include any aft of the FA station and no extension of a cockpit aft of the working deck shall be included in calculation of cockpit volume.

** 3.09.5 Cockpit Drains

Cockpit drain cross section area of unobstructed openings (after allowance for screens if fitted) shall be at least that of:

a) 2 x 25 mm (1") diameter or equivalent for a boat less than 8.5 m (28') LH

b) 4 x 20 mm (3/4") diameter or equivalent for a boat 8.5 m (28') LH or greater

** 3.10 Sea Cocks or Valves

Permanently installed sea cocks or valves on all through-hull openings below the waterline except for integral deck scuppers and instrument through-hulls.

** 3.11 Sheet Winches

Sheet winches mounted in such a way that an operator is not required to be substantially below deck.

** 3.12 Mast Step

The heel of a keel stepped mast securely fastened to the mast step or adjoining structure.

** 3.13 Watertight Bulkheads
Mo0Mo0,1,2,3,4 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

Mo0Mo0,1,2,3,4 3.13.2 Any required watertight bulkhead to be strongly built to take a full head of water pressure without allowing any leakage into the adjacent compartment

Mo0 3.13.3 At least two watertight transverse main bulkheads in addition to any bulkheads positioned within the forward and aft 15% of LH

Mo0 3.13.4 Outside deck access for inspection and pumping shall be provided to every watertight compartment terminated by a hull section bulkhead, except that deck access to extreme end “crash” compartments is not required

Mo0 3.13.5 An access hatch in every required watertight bulkhead (except a “crash” bulkhead). The access hatch shall have means of watertight closure permanently attached to the main panel, or lid, or cover of the hatch. The closure shall not require tools to operate.

3.14 Pulpits, Stanchions, Lifelines

3.14.1 The perimeter of the deck surrounded by system of lifelines and pulpits as follows:

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

b) Minimum heights of lifelines and pulpit rails above the working deck and vertical openings:
   i) upper: 600 mm (24”)
   ii) intermediate: 230 mm (9”)
   iii) vertical opening: no greater than 380 mm (15”) except that on a boat with a Primary Launch before 1993 where it shall be no greater than 560 mm (22”)

MoMu3,4 iv) a boat less than 8.5 m (28’) LH may use a single lifeline system with a height between 450 mm (18”) and 560 mm (22”)

c) Lifelines permanently supported at intervals of not more than 2.2 m (7’-2 1/2”) and shall not pass outboard of supporting stanchions

d) Pulpit and stanchion bases permanently installed with pulpits and stanchions mechanically retained in their bases

e) The outside of pulpit and stanchion base tubes no further inboard from the edge of the working deck than 5% of maximum beam or 150 mm (6”), whichever is greater, nor further outboard than the edge of the working deck

f) Stanchions straight and vertical except that:
   i) within the first 50 mm (2”) from the deck, stanchions shall not be displaced horizontally from the point at which they emerge from the deck or stanchion base by more than 10 mm (3/8”)
   ii) stanchions may be angled to not more than 10° from vertical at any point above 50 mm (2”) from the deck

g) A bow pulpit may be open provided the opening between the pulpit and any part of the boat does not exceed 360 mm (14”)

Figure 2 - Diagram Showing Pulpit Opening
** h) Lifelines may terminate at or pass through adequately braced stanchions set inside and overlapping the bow pulpit

** i) When a deflecting force of 4 kg (8.8 lb) is applied to a lifeline at the midpoint 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

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

Mo4,Mu** 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

<table>
<thead>
<tr>
<th>LH</th>
<th>wire</th>
<th>HMPE rope (Single braid)</th>
<th>HMPE Core (Braid on braid)</th>
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<tr>
<td>under 8.5m (28ft)</td>
<td>3mm (1/8 in)</td>
<td>4mm (5/32 in)</td>
<td>4mm (5/32 in)</td>
</tr>
<tr>
<td>8.5m - 13m</td>
<td>4mm (5/32 in)</td>
<td>5mm (3/16 in)</td>
<td>5mm (3/16 in)</td>
</tr>
<tr>
<td>over 13m (42 ft 8 in)</td>
<td>5mm (3/16 in)</td>
<td>5mm (3/16 in)</td>
<td>5mm (3/16 in)</td>
</tr>
</tbody>
</table>

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

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

Mu0,1,2,3,4 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

Mu0,1,2,3,4 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**

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**

3.16.1 A catamaran shall have nets covering the area defined:

3.16.1 a) laterally by the hulls; and

3.16.1 b) longitudinally by transverse stations through the forestay base, and the aftermost point of the boom lying fore and aft. However, a catamaran with a central nacelle (non-immersed) may satisfy the regulations for a trimaran

3.17 **Toe Rail or Foot - Stop**

Mo0,1,2,3,4 3.17.1 Permanently installed toe rail of minimum height 25 mm (1”), located as close as practicable to the stanchion bases, around the foredeck from abreast the mast

Mo0,1,2,3,4 3.17.2 An additional lifeline of between 25-50 mm (1-2”) high is permitted in lieu of a toe rail on a boat with Primary Launch before 1984.

3.18 **Toilet**

MoMu0,1,2,3,4 3.18.1 Permanently installed toilet

MoMu3,4 3.18.2 Permanently installed toilet or fitted bucket

3.19 **Bunks**

MoMu0 3.19.1 Permanently installed bunk for each crewmember

MoMu1,2,3,4 3.19.2 Permanently installed bunks

3.20 **Cooking Facilities**

MoMu0,1,2,3,4 3.20.1 Permanently installed cooking stove, capable of being operated safely at sea, with fuel shutoff control

3.21 **Drinking Water Tanks & Drinking Water**

3.21.1 **Drinking Water Tanks**

MoMu0 3.21.1 Permanently installed delivery pump and water tanks dividing the water supply into at least three compartments

MoMu1 3.21.1 Permanently installed delivery pump and water tanks dividing the water supply into at least two compartments

MoMu2,3 3.21.1 Permanently installed delivery pump and water tank(s)

3.21.2 **Drinking Water**

MoMu0 3.21.2 Equipment (which may include watermakers and tanks containing water) permanently installed to provide at least 3 l (0.8 US Gal) of drinking water per person per day for the likely duration of the voyage

3.21.3 **Emergency Drinking Water**

MoMu1,2,3,4 3.21.3 At least 9 l (2.4 US Gal) of drinking water for emergency use in a dedicated and sealed container or container(s)

MoMu0 3.21.3 a) in the absence of a power driven watermaker, at least 1 l (0.26 US Gal) per person per day in at least two separate containers shall be provided for the expected duration of the voyage

MoMu0 3.21.3 b) when a power-driven watermaker is on board, at least 500 ml (0.13 US Gal) per person per day in at least two separate containers shall be provided for the expected duration of the voyage

MoMu0 3.21.3 c) facilities shall be provided to collect rainwater for drinking purposes including when dismasted

3.22 **Hand Holds**

** 3.22.1 Adequate hand holds fitted below deck

3.23 **Bilge Pumps and Buckets**

** 3.23.1 a) two strong buckets, each with a lanyard and of at least 9 l (2.4 US Gal) capacity

Mo0,1,2 3.23.1 b) two permanently installed manual bilge pumps, one operable from above, the other from below deck
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<td>3.23.1 b) one permanently installed manual bilge pump</td>
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<td>Mo4</td>
<td>3.23.1 b) one manual bilge pump</td>
</tr>
<tr>
<td>Mu0,1,2,3,4</td>
<td>3.23.1 c) provision to pump out all watertight compartments (except those filled with impermeable buoyancy)</td>
</tr>
<tr>
<td>**</td>
<td>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</td>
</tr>
<tr>
<td>**</td>
<td>3.23.3 Bilge pumps shall not be connected to cockpit drains and shall not discharge into a Closed Cockpit</td>
</tr>
<tr>
<td>**</td>
<td>3.23.4 Bilge pumps shall be readily accessible for maintenance and for clearing out debris</td>
</tr>
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<td>**</td>
<td>3.23.5 All removable bilge pump handles retained by a lanyard</td>
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<td>3.24</td>
<td><strong>Compass</strong></td>
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<td>MoMu0,1,2,3</td>
<td>3.24 a) Permanently installed marine magnetic steering compass, independent of any power supply, correctly adjusted with deviation card</td>
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<td>MoMu0,1,2,3</td>
<td>3.24 b) a second compass which may be hand-held and/or electronic</td>
</tr>
<tr>
<td>**</td>
<td>3.25 Halyards</td>
</tr>
<tr>
<td>MoMu0,1,2,3</td>
<td>3.25 a) A minimum of two halyards, each capable of hoisting a sail, on each mast</td>
</tr>
<tr>
<td>**</td>
<td>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</td>
</tr>
<tr>
<td>3.26</td>
<td><strong>Bow Fairlead</strong></td>
</tr>
<tr>
<td>Mo0</td>
<td>3.26Bow fairlead, closed or closable and a cleat or securing arrangement, suitable for towing, permanently installed</td>
</tr>
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<td>3.27</td>
<td><strong>Navigation Lights</strong></td>
</tr>
<tr>
<td>3.27.1</td>
<td>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.</td>
</tr>
<tr>
<td>**</td>
<td>3.27.2 mounted above sheerline and so that they will not be masked by sails or the heeling of the boat</td>
</tr>
<tr>
<td>MoMu0,1,2,3</td>
<td>3.27.3 reserve lights having the same specifications as above, and that can be powered independently</td>
</tr>
<tr>
<td>**</td>
<td>3.27.4 spare bulbs (not required for LED)</td>
</tr>
<tr>
<td>3.28</td>
<td><strong>Engines, Generators, Fuel</strong></td>
</tr>
<tr>
<td>3.28.1</td>
<td>a) engines and associated systems installed in accordance with their manufacturers' guidelines and suitable for the size and intended use of the boat</td>
</tr>
<tr>
<td>MoMu0,1,2,3</td>
<td>3.28.1 b) an engine which provides a minimum speed in knots of (1.8 x W/LWL in metres) or (W/LWL in feet)</td>
</tr>
<tr>
<td>Mo0,1,2Mu0</td>
<td>3.28.1 c) inboard engine</td>
</tr>
<tr>
<td>Mu1,2,3</td>
<td>3.28.1 c) inboard engine, however if less than 12.0 m (39'-4&quot;) LH either an inboard engine, or an outboard engine together with permanently installed power supply systems</td>
</tr>
<tr>
<td>Mo3</td>
<td>3.28.1 c) either an inboard or outboard engine, with associated power supply systems, all securely fastened</td>
</tr>
<tr>
<td>**</td>
<td>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</td>
</tr>
<tr>
<td>**</td>
<td>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.</td>
</tr>
<tr>
<td>3.28.2</td>
<td><strong>Generator</strong></td>
</tr>
<tr>
<td>**</td>
<td>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</td>
</tr>
<tr>
<td>3.28.3</td>
<td><strong>Liquid Fuel Systems</strong></td>
</tr>
<tr>
<td>MoMu0,1,2,3</td>
<td>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</td>
</tr>
</tbody>
</table>

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### Battery Systems

**3.28.4 a)** a dedicated engine/generator starting battery when an electric starter is the only method for starting the engine and/or separate generator

**3.28.4 b)** batteries installed after 2011 shall be of the sealed type from which liquid electrolyte cannot escape

**3.28.4 c)** At the start a boat with an electric engine shall carry sufficient capacity to meet electrical requirements for the duration of the race and to motor at the above minimum speed for at least 5 hours

### Communications Equipment, GPS, Radar, AIS

**3.29.01** a marine radio transceiver with an emergency antenna when the regular antenna depends upon the mast

**3.29.02** if the marine radio transceiver is a VHF:

**3.29.02 a)** a minimum rated output power of 25 W

**3.29.02 b)** a masthead antenna not less than 38 cm (15") in length and co-axial feeder cable with not more than 40% power loss

**3.29.02 c)** be DSC capable if installed after 2015

**3.29.02 d)** (unique to the boat), be connected to a GPS receiver and be capable of making distress alert calls as well as sending and receiving a DSC position report with another DSC equipped station

**3.29.02 e)** a marine VHF DSC radio covering all international and US marine channels and meeting ITU class D

**3.29.03** 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)

**3.29.04** at least two hand-held marine VHF transceivers each with min 5 W output power, watertight or with waterproof covers. When not in use to be stowed in a grab bag (see OSR 4.21)

**3.29.05** a hand-held marine VHF transceiver, watertight or with a waterproof cover. When not in use to be stowed in a grab bag or emergency container (see OSR 4.21)

**3.29.06** a second radio receiver, which may be the handheld VHF in 3.29.5 above, capable of receiving weather bulletins

**3.29.07** a direction-finding radio receiver operating on 121.5 MHz to take a bearing on a PLB or EPIRB, or an alternative device for crew overboard location when each crew member has an appropriate personal unit (see OSR 5.07); a GPS

**3.29.08** a Standard-C satellite terminal (GMDSS) shall be permanently installed and permanently powered up for the duration of the race and for which the race committee shall have polling authority

**3.29.09** 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

**3.29.10** an active radar set permanently installed either:

**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

**3.29.11 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)

**3.29.12** a class A AIS Transponder which either:

**3.29.13** an AIS Transponder which either:

**3.29.13 a)** shares the masthead VHF antenna via a low loss AIS antenna splitter; or
**SECTION 4 - PORTABLE EQUIPMENT**

A boat shall have:

4.01 **Sail Letters & Numbers**

4.01.1 Identification on sails which complies with RRS 77 and RRS Appendix G

4.01.2 RORC Prescription: OSR 4.01.2 is amended to read: After the start when sail numbers are not displayed elsewhere (sails down) they shall be displayed on the port quarter. It is particularly important that all vessels can be easily identified so that they can be excluded from any search and rescue operation.

4.02 **Search and Rescue Visibility**

4.02.1 A 4 m² (43 ft²) area of highly-visible pink, orange or yellow on the coachroof and/or deck

4.02.1 A 1 m² (11 ft²) solid area of highly-visible pink, orange or yellow capable of being displayed on the coachroof and/or deck

4.02.2 A 1 m² (11 ft²) area of highly-visible pink, orange or yellow showing when the boat is inverted

4.04 **Soft Wood Plugs**

4.03.1 A tapered soft wood plug stowed adjacent to every through-hull opening

4.04 **Jackstays and Clipping Points**

4.04 Permanently Installed fittings for jackstay ends and clipping points

4.04.1 Jackstays which shall:

4.04.1 a) be independent on each side of the deck

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

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

4.04.2 Clipping points which shall:

4.04.2 a) be adjacent to stations such as the helm, sheet winches and masts, where crewmembers work

4.04.2 b) enable a crewmember to clip on before coming on deck and unclip after going below

4.04.2 c) enable two-thirds of the crew to be simultaneously clipped on without depending on jackstays

4.04.2 d) on a trimaran with a rudder on the outrigger, permit a crewmember to repair the steering mechanism whilst attached to a clipping point

4.05 **Fire Fighting Equipment**

4.05.1 A fire blanket adjacent to every cooking device with an open flame

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

4.05.2 2 fire extinguishers, each with 2 kg each of dry powder or equivalent, in different parts of the boat

4.05.2 2 fire extinguishers in different parts of the boat

4.06 **Anchors**

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.)

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’ 11”) LH there shall be 1 anchor meeting the same criteria

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.
**Flashlights and Searchlights**

- Watertight lights with spare batteries and bulbs as follows:
  - MoMu0,1,2,3
  - MoMu0,1,2,3
  - Mu3,4
  - MoMu0
  - MoMu0,1,2,3

  **4.07 a)** a searchlight, suitable for searching for a person overboard at night and for collision avoidance
  **4.07 b)** a flashlight in addition to 4.07 a)
  **4.07 c)** the watertight flashlight in OSR 4.07 b) shall be stowed in the grab bag or emergency container
  **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
  **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.

**First Aid Manual and First Aid Kit**

- MoMu0,1,2,3

  **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

**Foghorn**

- MoMu0

**Radar Reflector**

- MoMu0

  **4.10.1** A foghorn

**Navigation Equipment**

- MoMu0

**Safety Equipment Location Chart**

- MoMu0,1,2,3

**Depth, Speed and Distance Instruments**

- MoMu0,1,2,3

**Spare Number**

- MoMu0,1,2,3

**Emergency Steering**

- MoMu0,1,2,3

**Tools and Spare Parts**

- MoMu0,1,2,3

**Retro-reflective material**

- MoMu0,1,2,3

**Boat’s name**

- MoMu0,1,2,3

**Retro-reflective material**

- MoMu0,1,2,3

**Boat’s name**

- MoMu0,1,2,3

**Retro-reflective material**

- MoMu0,1,2,3

**Tools and Spare Parts**

- MoMu0,1,2,3

**Retro-reflective material**

- MoMu0,1,2,3

**Boat’s name**

- MoMu0,1,2,3

**Retro-reflective material**

- MoMu0,1,2,3
### EPIRBs

4.19.1 Two water and manually activated 406 MHz EPIRBs

4.19.1 A water and manually activated 406 MHz EPIRB

4.19.2 A 406 MHz EPIRB registered after 2015 shall include an internal GPS

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

### Liferafs

4.20.1 Liferaf Construction

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:

4.20.1 a) i) SOLAS LSA Code 1997 Chapter IV or later version; or

4.20.1 a) ii) ISO 9650-1:2005, Type 1, Group A - Small Craft - Inflatable; or

4.20.1 a) iii) ISAF liferafts manufactured before 2016 until replacement is due at end of service life; or

4.20.1 a) iv) ORC liferafts manufactured before 2003 until replacement is due at end of service life

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Pack 1 &gt; 24h</th>
<th>Pack 2 &lt; 24h</th>
<th>In liferaft</th>
<th>In liferaft or in grab bag</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portable buoyant baler easily operable by hand</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Sponge</td>
<td>2</td>
<td>2</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Pair of buoyant paddles with handles (not mitts) tied into raft adjacent to an entrance</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td>1</td>
<td>0</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Whistle</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Waterproof torch with 6 h duration and separate battery and bulb or complementary torch</td>
<td>2</td>
<td>1</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Signalling mirror</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Anti-seasickness pills, per person</td>
<td>6</td>
<td>6</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Seasickness bag with simple effective closure system, per person</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Red hand flares in accordance with SOLAS LSA Code Chapter III, 3.2</td>
<td>6</td>
<td>3</td>
<td>3 min</td>
<td>X</td>
</tr>
<tr>
<td>Red parachute flares in accordance with SOLAS LSA Code Chapter III, 3.1</td>
<td>2</td>
<td>2</td>
<td>1 min</td>
<td>X</td>
</tr>
<tr>
<td>Thermal protective aids in accordance with SOLAS LSA Code Chapter III, 2.5</td>
<td>2</td>
<td>0</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>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</td>
<td>1</td>
<td>1</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Drinking water per person, in containers of each not more than 500mL</td>
<td>1.5L</td>
<td>0</td>
<td>1.5L</td>
<td>Xa</td>
</tr>
<tr>
<td>Food per person</td>
<td>10,000 kj</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Equipment Pack 1: Pack 1 > 24h

Equipment Pack 2: Pack 2 < 24h

In liferaft: In liferaft

In liferaft or in grab bag: In liferaft or in grab bag
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.

Liferafts shall comply with SOLAS LSA code 1997 Chapter IV or later version.

**Minimum Liferaft Equipment**

- **a)** A SOLAS liferaft shall contain as a minimum a SOLAS A pack;
- **b)** An ISO 9650 liferaft shall contain as a minimum Pack 1 (greater than 24 hour pack);
- **c)** An ISO 9650 liferaft shall contain as a minimum Pack 2 (less than 24 hour pack);
- **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:

Drinking water in the grab bag (if any) may be replaced with a desalinator device.

**Liferaft Packing and Stowage**

- **a)** Each liferaft shall be packed either in:
  - **i)** a rigid container securely stowed on the working deck, in the cockpit or in an open space; or:
  - **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.
- **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.
- **c)** On a multihull or on a monohull with moveable ballast the liferaft shall be readily deployable whether or not the boat is inverted.
- **d)** The end of each liferaft painter should be securely fastened to the boat.
- **e)** Each raft shall be capable of being got to the lifelines or launched within 15 seconds.

**Spare Number**

- **a)** A liferaft shall be serviced at a manufacturer authorized service station at the following maximum intervals:
  - **i)** SOLAS liferafts annually
  - **ii)** ISO 9650 canister packed liferafts every 3 years
  - **iii)** ISO 9650 valise packed liferafts every 3 years except that hired liferafts shall be serviced annually.
  - **iv)** ISAF liferafts annually
  - **v)** ORC liferafts annually

- **b)** Servicing certificates (original or a copy) on board.

**Grab Bags**

- **a)** Either a watertight compartment or a grab bag, readily accessible whether or not the boat is inverted, with the following minimum contents:
  - **a)** a watertight hand-held marine VHF transceiver with spare batteries
  - **b)** a watertight flashlight with spare batteries and bulb
  - **c)** 3 red hand flares
  - **d)** a watertight strobe light with spare batteries
  - **e)** a knife
  - **f)** If a grab bag is provided it shall have inherent flotation, at least 0.1 m² (1 ft²) area of fluorescent orange colour on the outside, shall be marked with the name of the boat, and shall have a lanyard and clip.

**Crew Overboard Identification and Recovery**

**Locator Beacons**

- **a)** A PLB (Personal Locator Beacon) equipped with 406Mhz and 121.5Mhz for each crew member.

- **b)** An AIS personal crew overboard beacon for each crew member.
The World Sailing Offshore Special Regulations

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

4.24 Spare Number

4.25 Cockpit Knife

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

4.26 Storm & Heavy Weather Sails

4.26.1 Design

4.26.1.1 The material of the body of a storm sail purchased after 2013 shall have a highly-visible colour (e.g. dayglo pink, orange or yellow).

4.26.1.2 Aromatic polyamides, carbon and similar fibres shall not be used in a trysail or storm jib but HMPE and similar materials are permitted.

MoMu1,2

**
** 4.26.1  c) Sheeting positions on deck for each storm and heavy-weather sail
** 4.26.1  d) Sheeting positions for the trysail independent of the boom
** 4.26.2
** 4.26.2
MoMu0,1,2,3
** 4.26.2  a) A heavy-weather jib (or heavy-weather sail in a boat with no forestay) with:
MoMu0,1,2
** 4.26.2  a) i) area of 13.5% height of the foretriangle squared
MoMu0,1,2
** 4.26.2  a) ii) readily available means, independent of a luff groove, to attach to the stay
MoMu0,1,2
** 4.26.2  b) A storm jib with:
MoMu0,1,2
** 4.26.2  b) i) area of 5% height of the foretriangle squared
MoMu0,1,2
** 4.26.2  b) ii) area of 13.5% height of the foretriangle squared
MoMu0,1,2
** 4.26.2  b) iii) permanently attached means, independent of a luff groove, to attach to the stay
** 4.26.2  c) For sails made after 2011: Storm and heavy weather jib areas calculated as: (0.255 x luff length x (luff perpendicular + 2 x half width))
** 4.26.2  d) A storm trysail with:
MoMu0,1,2
** 4.26.2  d) i) area of 17.5% mainsail hoist (P) x mainsail foot length (E)
MoMu0,1,2
** 4.26.2  d) ii) For sails made after 2011: The storm trysail are calculated as (0.5 x leech length x shortest distance between tack point and leech)
MoMu0,1,2
** 4.26.2  d) iii) no headboard
MoMu0,1,2
** 4.26.2  d) iv) no battens
MoMu0,1,2
** 4.26.2  d) v) sail number and letters on both sides, as large as practicable

Sheeting positions on deck for each storm and heavy-weather sail:

** Sail Areas

The maximum area of storm and heavy weather sails shall be lesser of the areas below or as specified by the boat designer or sailmaker.

** 4.26.2  a) A heavy-weather jib (or heavy-weather sail in a boat with no forestay) with:
** 4.26.2  a) i) area of 13.5% height of the foretriangle squared
** 4.26.2  a) ii) readily available means, independent of a luff groove, to attach to the stay
** 4.26.2  b) A storm jib with:
** 4.26.2  b) i) area of 5% height of the foretriangle squared
** 4.26.2  b) ii) area of 13.5% height of the foretriangle squared
** 4.26.2  b) iii) permanently attached means, independent of a luff groove, to attach to the stay
** 4.26.2  c) For sails made after 2011: Storm and heavy weather jib areas calculated as: (0.255 x luff length x (luff perpendicular + 2 x half width))
** 4.26.2  d) A storm trysail with:
** 4.26.2  d) i) area of 17.5% mainsail hoist (P) x mainsail foot length (E)
** 4.26.2  d) ii) For sails made after 2011: The storm trysail are calculated as (0.5 x leech length x shortest distance between tack point and leech)
** 4.26.2  d) iii) no headboard
** 4.26.2  d) iv) no battens
** 4.26.2  d) v) sail number and letters on both sides, as large as practicable
vi) in the case of a boat with an in-mast furling mainsail, the storm trysail shall be capable of being set while the mainsail is furled.

4.26.3 Sail Inventory

e) i) either a storm trysail as defined in OSR 4.26.2 d), or mainsail reefing to reduce the luff by at least 50% (or rotating wing mast if suitable)

e) ii) either a storm trysail as defined in OSR 4.26.2 d), or mainsail reefing to reduce the luff by at least 40% (or rotating wing mast if suitable)

e) iii) either mainsail reefing to reduce the luff by 12.5% or a heavy-weather jib as defined in OSR 4.26.2 a) (or heavy-weather sail in a boat with no forestay)

4.27 Drogue, Sea Anchor

A drogue for deployment over the stern, or a sea anchor or parachute anchor for deployment at the bow, complete with all necessary gear (see Appendix K)

4.28 Spare Number

4.29 Deck Bags

If permitted by the Notice of Race, Sailing Instructions or Class Rules, bags for storing sails on deck shall be:

a) so constructed to ensure rapid draining of water

b) securely fastened in such a way that the integrity of deck fittings e.g. stanchions and lifelines, is not compromised

4.30 Emergency Pumps

Either fixed or portable pump to remove ingress water from any compartment.

a) This pump shall:

b) have a minimum rated capacity of 200 l/min

c) be operated by battery, main engine powered or a separate engine

d) if portable electric-powered, power cables to be terminated with alligator clips

e) have sufficient hose to discharge directly overboard or into the cockpit.

A combination of permanently installed and portable pumps may be combined to meet the above requirement.

SECTION 5 - PERSONAL EQUIPMENT

Each crew member shall have:

5.01 Lifejacket

a) A lifejacket which shall:

i) if manufactured before 2012 comply with ISO 12402 - 3 (Level 150) or equivalent, including EN 396 or UL 1180 and:

ii) if inflatable have a gas inflation system

iii) have crotch/thigh straps (ride up prevention system (RUPS))

iv) have an integral safety harness in compliance with OSR 5.02

v) 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

vi) crotch/thigh straps (ride up prevention system (RUPS))

vii) an integral safety harness in compliance with OSR 5.02

viii) have an emergency position indicating light in accordance with either ISO 12402-8 or SOLAS LSA code 2.2.3

ix) be clearly marked with the boat’s or wearer’s name

x) have a sprayhood in accordance with ISO 12402-8

xi) have a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority)
<table>
<thead>
<tr>
<th>Section</th>
<th>Paragraph</th>
<th>Content</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.01.2</td>
<td>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.</td>
</tr>
<tr>
<td><strong>MoMu0,1,2</strong></td>
<td>5.01.3</td>
<td>A boat shall carry at least one spare lifejacket as required in OSR 5.01.1, except a PLB described in 5.01.1.</td>
</tr>
<tr>
<td><strong>5.01.4</strong></td>
<td>The person in charge shall personally check each lifejacket at least once annually.</td>
<td></td>
</tr>
<tr>
<td><strong>5.01.5</strong></td>
<td>RORC Prescription: A combined harness and lifejacket shall be worn when on deck:</td>
<td></td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.01.5a</td>
<td>between the hours of sunset and sunrise</td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.01.5b</td>
<td>when alone on deck</td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.01.5c</td>
<td>when reefed</td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.01.5d</td>
<td>when the true wind speed is 25 knots or above</td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.01.5e</td>
<td>when the visibility is less than 1 nautical mile</td>
</tr>
<tr>
<td><strong>5.02</strong></td>
<td>Safety Harness and Tethers</td>
<td></td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.02.1</td>
<td>A harness that complies with ISO 12401 or equivalent</td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.02.2</td>
<td>A tether that shall:</td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.02.2a</td>
<td>comply with ISO 12401 or equivalent</td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.02.2b</td>
<td>not exceed 2 m (6'-6&quot;) including the length of the hooks</td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.02.2c</td>
<td>have self-closing hooks</td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.02.2d</td>
<td>have overload indicator flag embedded in the stitching</td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.02.2e</td>
<td>be manufactured after 2000</td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.02.3</td>
<td>All of the crew shall have either:</td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.02.3a</td>
<td>a tether not exceeding 1m (3'3&quot;) including the length of the hooks, or</td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.02.3b</td>
<td>an intermediate self-closing hook on a 2 m (6'-6&quot;) tether</td>
</tr>
<tr>
<td><strong>MoMu0</strong></td>
<td>5.02.3c</td>
<td>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)</td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.02.4</td>
<td>A tether which has been overloaded shall be replaced</td>
</tr>
<tr>
<td><strong>5.03</strong></td>
<td>Personal Location Lights</td>
<td></td>
</tr>
<tr>
<td><strong>MoMu0</strong></td>
<td>5.03.1</td>
<td>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</td>
</tr>
<tr>
<td><strong>5.04</strong></td>
<td>Foul Weather Suits</td>
<td></td>
</tr>
<tr>
<td><strong>MoMu0</strong></td>
<td>5.04a</td>
<td>A foul weather suit with hood</td>
</tr>
<tr>
<td><strong>5.05</strong></td>
<td>Knife</td>
<td></td>
</tr>
<tr>
<td><strong>MoMu0</strong></td>
<td>5.05.1</td>
<td>A knife, to be worn on the person at all times</td>
</tr>
<tr>
<td><strong>5.06</strong></td>
<td>Flashlight</td>
<td></td>
</tr>
<tr>
<td><strong>MoMu0</strong></td>
<td>5.06.1</td>
<td>A buoyant watertight flashlight</td>
</tr>
<tr>
<td><strong>MoMu0,1,2,3</strong></td>
<td>5.06.2</td>
<td>RORC Prescription: at night, each crew member shall carry a waterproof torch/light</td>
</tr>
<tr>
<td><strong>5.07</strong></td>
<td>Survival Equipment</td>
<td></td>
</tr>
<tr>
<td><strong>MoMu0</strong></td>
<td>5.07.1</td>
<td>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),</td>
</tr>
<tr>
<td><strong>5.08</strong></td>
<td>Diving Equipment</td>
<td></td>
</tr>
<tr>
<td><strong>MoMu0</strong></td>
<td>5.08.1</td>
<td>The boat shall have at least two diving suits each to cover the entire body and including gloves, fins and portable air supplies</td>
</tr>
</tbody>
</table>

**SECTION 6 - TRAINING**

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Content</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MoMu0</strong></td>
<td>6.01.1</td>
</tr>
<tr>
<td><strong>MoMu0,1,2</strong></td>
<td>6.01.2</td>
</tr>
<tr>
<td><strong>MoMu3</strong></td>
<td>6.01.3</td>
</tr>
</tbody>
</table>
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.

### Training Topics

- **6.02.1** Giving Assistance to Other Craft
- **6.02.2** Personal Safety Gear, theory and practice
- **6.02.3** Care and Maintenance of Safety Gear
- **6.02.4** Fire Precautions and Firefighting, theory and practical
- **6.02.5** Crew Overboard Identification and Recovery
- **6.02.6** Hypothermia, Cold Shock and Drowning
- **6.02.7** Crew Health
- **6.02.8** Marine Weather
- **6.02.9** Heavy Weather
- **6.02.10** Storm Sails
- **6.02.11** Damage Control
- **6.02.12** Damage Control
- **6.02.13** Pyrotechnics and Signalling Gear, theory and practical
- **6.02.14** Emergency Communications, theory and practical
- **6.02.15** Liferafts and Abandon Ship, theory and practical

### Spare Number

### Routine Training On-Board

- **6.04.1** At least annually the crews shall practice the drills for:
  - Crew-Overboard Recovery
  - Abandonment of vessel

### Medical Training

- **6.05.1** At least one crewmember shall have a valid STCW A-VI/4-2 (Proficiency In Medical Care) certificate or equivalent
- **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:
  - At least two crewmembers shall have a valid first aid certificate completed within the last five years meeting:
    - At least one crewmember shall have a valid first aid certificate completed within the last five years meeting:
      - A certificate listed on the World Sailing website www.sailing.org/specialregs of MNA recognised courses
      - STCW First Aid Training complying with A-VI/1-3 - Elementary First Aid or higher STCW level
      - At least one member of the crew shall be familiar with First Aid procedures, hypothermia, drowning, cardio-pulmonary resuscitation and relevant communications systems
- **6.06** Diving Training

- **6.06.1** At least 30% of the crew shall have received appropriate diving training to enable them to carry out basic repairs underwater and to provide assistance if necessary in recovery of a crew overboard.
APPENDICES TO SPECIAL REGULATIONS

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

RORC PRESCRIPTIONS TO THE WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Mu2,3,4 3.07.3 Replace OSR 3.07.3 with:
Multihulls shall have escape hatch(es) as detailed in OSR 3.07.2

** 4.01.2 Amend to read: After the start when sail numbers are not displayed elsewhere (sails down) they shall be displayed on the port quarter. It is particularly important that all vessels can be easily identified so that they can be excluded from any search and rescue operation.

** 4.07 Add to 4.07
4.07 e) a floating waterproof torch for use in the event of man overboard at night, which can be thrown into the sea as a marker.

MoMu0,1,2,3 5.01.5 A combined harness and lifejacket shall be worn when on deck:
MoMu0,1,2,3 5.01.5 a) between the hours of sunset and sunrise
MoMu0,1,2,3 5.01.5 b) when alone on deck
MoMu0,1,2,3 5.01.5 c) when reefed
MoMu0,1,2,3 5.01.5 d) when the true wind speed is 25 knots or above
MoMu0,1,2,3 5.01.5 e) when the visibility is less than 1 nautical mile
MoMu0,1,2,3 5.06.2 at night, each crew member shall carry a waterproof torch/light.
APPENDIX 2 WORLD SAILING INSHORE SPECIAL REGULATIONS

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

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

**Part A Basic**

The following regulations shall be observed:-

1.02 Responsibility of Person in Charge

1.02.1 Under RRS 4 the responsibility for a boat’s decision to participate in a race or continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his/her responsibilities in the event of his/her incapacitation.

2.03.1 All equipment required by OSR shall:

a) function properly

b) be regularly checked, cleaned and serviced

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

d) be readily accessible

e) be of a type, size and capacity suitable and adequate for the intended use and size of the boat.

3.02 Watertight Integrity of a Boat

A boat shall be essentially watertight and all openings shall be capable of being immediately secured. Centreboard, daggerboard trunks and the like shall not open into the interior of a hull except via a watertight maintenance hatch with the opening entirely above the Waterline.

**Part B Portable Equipment**

The following shall be provided:

3.23 one strong bucket with a lanyard and of at least 9 litres (2.4 US Gal) capacity

3.24 one compass (a hand-held is acceptable)

4.05 one fire extinguisher required if electrical system, engine or stove on board

4.06 one anchor

4.22 a lifebuoy with a drogue

4.22.5 A heaving line, no less than 6 mm (1/4”) diameter, 15 - 25 m (50 - 75’) long, readily accessible to cockpit

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

5.01.1 each crew member shall have:

A personal flotation device which shall:

a) be equipped with a whistle

b) clearly marked with yacht’s or wearer’s name

c) 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.
PREAMBLE
Any changes herein have no authority until 1 January 2021 (1 June 2021 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.

PART A - RULE POLICY

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

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

3 IMPORTANT NOTICE
3.1 The safety of a boat rated under IRC and its entire management including insurance shall be the sole responsibility of the owner/competitor who must ensure that the boat is fully found, thoroughly seaworthy, and operated by a crew sufficient in number and experience who are physically fit to face bad weather. The owner/competitor must be satisfied that:
3.1.1 The hull, hull appendages, spars, rigging, sails and all gear are sound.
3.1.2 All safety equipment is properly maintained, stowed and in date.
3.1.3 The crew know where such equipment is kept and how it is to be used.

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.
PART B - GENERAL INFORMATION

4 ADMINISTRATION

4.1 IRC is administered by Seahorse Rating Ltd (referred to in these Rules as the RORC Rating Office) and the UNCL Centre de Calcul (referred to as UNCL) only. The expression Rule Authority is defined as the RORC Rating Office and the UNCL Centre de Calcul acting jointly. The expression Rating Authority is defined as any other individual or body authorised by the Rating Authority to act for the Rating Authority on a local basis for the administration of IRC in a defined geographical area.

4.2 In order to ensure the integrity of the unpublished elements of the IRC Rule all details of the IRC Rule are the sole property of the RORC Rating Office and UNCL who shall appoint an IRC Technical Committee comprised solely of those persons who have knowledge of the unpublished elements of the Rule. This committee shall be solely responsible for any changes in the Rule algorithms.

4.3 IRC TCCs are the copyright of RORC Rating Office and UNCL jointly and shall not be modified by any third party. Action may be taken against any third party using IRC-derived handicaps, whether precise or amended for the purpose of race handicapping any boat without a current IRC certificate. Adjustment of elapsed time to effectively amend an IRC TCC is considered to be modification of the IRC TCC by a third party unless:

(a) agreed in writing by the Rating Authority for a specific purpose, or

(b) applied due to an infringement of a rule while racing as defined in the sailing instructions which would otherwise be a matter for a protest committee, or

(c) application of a penalty by a protest committee.

The Stability and Safety Screening numerals are RORC Rating Office copyright.

The IRC Policy Steering Group is responsible for the overall direction of IRC. The IRC Policy Steering Group comprises representatives appointed by RORC and UNCL and a representative appointed by the International IRC Owners Association.

Additionally there shall exist an International IRC Owners’ Association comprising owners of boats holding current IRC certificates. The International IRC Owners’ Association shall have international representation which reflects the distribution of certificated boats, and shall be a forum for owners to discuss and, if agreed, to make recommendations or suggestions to the IRC Technical Committee and the IRC Policy Steering Group.

5 INTERPRETATIONS

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

6 DISPENSATIONS

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

7 LANGUAGE AND RULE DEFINITIONS

7.1 The languages of IRC shall be English and French. In the event of any discrepancy, the English text shall prevail. The meaning of any word shall be by reference to the Oxford English Dictionary in the context in which it appears. The words ‘shall’ and ‘must’ are mandatory, the words ‘may’ and ‘can’ are permissive. The word ‘should’ is advisory.

7.2 Any reference to the Racing Rules of Sailing (RRS) is defined as the current version of the World Sailing Racing Rules of Sailing. Reference to the Equipment Rules of Sailing (ERS) refers to the current version of the World Sailing Equipment Rules of Sailing. Reference to Special Regulations (OSR) is defined as the current version of World Sailing Offshore Special Regulations.

7.3 ERS shall apply except where deleted or amended by IRC Rules or Appendix A.

7.4 Any dispute arising out of the administration of the IRC Rules by the Rating Authority or a Rule Authority shall be referred to the IRC Policy Steering Group referred to in Rule 4.4 - which shall allow the applicant to be given a fair opportunity to make his case either in writing or in person (as the IRC Policy Steering Group may determine). The decision of the IRC Policy Steering Group shall be final.

8 RATING CERTIFICATES

8.1 All IRC ratings will be calculated by and rating certificates issued by the Rating Authority. Rule Authorities may be authorised to print rating certificates under licence.

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

8.2.1 A boat may additionally hold a separate short-handed certificate. This short-handed certificate shall be valid only for racing in classes, or divisions of classes, for no more than 2 crew, included in a Notice of Race. When specified in a Notice of Race, boats holding short handed certificates, and racing in a short handed class or division, may also be scored in the overall results of the race. The short-handed certificate will be clearly identified and shall only vary from the primary certificate in respect of mainsail widths, headsail dimensions, flying headsail dimensions, single furling headsail allowance, the use of stored power, SPA, STL, SPL, spinnaker pole/bowsprit, whisker pole, number of spinnakers, number of flying headsails, moveable ballast and variable ballast. A boat holding a shorthanded certificate shall use that certificate for races for no more than 2 crew.

8.2.2 Issue of any new rating certificate automatically invalidates the old one except when a new certificate is issued to enable a boat to race in another country with a different certificate year end.

8.2.3 A copy of the current rating certificate(s) shall be kept on board the boat.
8.3 An IRC certificate is valid for racing under Part C, IRC, advertising permitted and Part D, IRC, advertising not permitted.

8.4 Rating certificates will be issued with the heading of the Rule Authority and any sponsorship as appropriate.

8.5 An ENDORSED IRC certificate is one for which the data on the certificate has been audited and if necessary verified by measurement, or other methods in accordance with current published standards. An owner may apply to their Rule Authority to have an IRC rating certificate endorsed. The Rule Authority will inform the owner of any measurement, including weighing, or other checks required prior to issue by the Rating Authority of a certificate carrying (irrespective of certificate print language) the notation ENDORSED under the IRC Rating Authority stamp (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, MFW, MTW, LHU\text{max}, HSA, FSA, PY, EY, LLY, LPY, Cutter Rig HLU\text{max}, SPA, STL, SPL, STLFH\text{max} 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, HLU\text{max}, MFW, MTW, MH\text{W} (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 under its jurisdiction 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 required 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, 21.15 (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 in units of the metric system. Sail measurements shall be taken in metres to two decimal places. All other linear measurements shall be taken in metres to three decimal places and rounded to two decimal places for input. Weight shall be taken to the nearest kilogram except in the case of boat weight which shall be to the nearest 10 kilograms. Normal mathematical conventions shall apply, with 0.5 rounding up. Full calculated values will be carried forward to subsequent calculations. Final ratings shall be rounded to three decimals places.

12.2 The IRC rating is calculated as a Time Corrector (TCC) to three places of decimals. Corrected time for each boat is calculated by multiplying its elapsed time by its TCC. Corrected times shall be rounded to the nearest second with 0.5 seconds rounding up.

13 MEASUREMENT AND COMPLIANCE

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

13.2 Measurements shall be taken in accordance with ERS Part 3 – Rules Governing Equipment Control and Inspection. ERS H.5.4 is amended by the addition of:

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

13.3 The accuracy of measurements supplied shall be the owner’s responsibility. An IRC measurement service is available on application to a boat’s Rule Authority.

13.4 It is a breach of the Rules of IRC for any owner or individual to intentionally supply false information. Attention is drawn to Rule 8.7 and to RRS 69, Allegations of Gross Misconduct.

13.5 The Rating Authority will use the data supplied by a Rule Authority as a basis for rating but reserves the right to overrule specific data or to standardise the dimensions of a class of production boats.

13.6 The Rating Authority or a boat’s Rule Authority may require a boat to be submitted for measurement at any time without giving reasons. Measurement will be undertaken by authorised measurers of the Rating Authority. A new certificate will be issued by the Rating Authority based on the new measurement data.

13.7 In the particular case of a boat issued with a one-design certificate, as noted on the certificate, the rating requires compliance with one-design class rules. In the event of conflict, IRC Rules shall take precedence. See also Rule 22.4.1.
14 SAIL NUMBERS
14.1 Each boat shall hold a sail number as prescribed by
its Member National Authority. Sail numbers shall be
displayed in accordance with RRS 77, Identification on Sails.
This Rule may be amended by Notice of Race.

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

PART C- IRC, ADVERTISING PERMITTED

16 ADVERTISING
16.1 Advertising may be displayed in accordance with World Sailing Regulation 20, Advertising Code.

17 BOAT WEIGHT
17.1 Boat Weight is measured in accordance with the following Conditions for Weight and Flotation Measurement:

The boat shall:

be dry.
be in compliance with the class rules (ie. IRC Rules)

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

rig including spinnaker pole(s), whisker poles and/or jockey pole
main sheet and mizzen sheet,
vang,

inboard engine or outboard engine in stowed position, fitted berth cushions on board in their normal positions if carried while racing
all permanent fixtures and fittings and items of accommodation.

Unless otherwise specified in the rules, any of the following shall be excluded:
sails
fuel, water, variable ballast or the content of any other tanks,
gas bottles
portable safety equipment
and all other unfitted or loose equipment.

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

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

19 HULL APPENDAGES
19.1 Full details of a boat's hull appendages shall be supplied to the Rating Authority at the time of rating application.
19.2 Any keel fin fairings with a nominal density, including any cavities and/or core material, significantly lower than the main structural elements of the keel fin shall be declared. For the purpose of this rule, a keel fin fairing does not include surface fairing, filling and painting materials up to a total thickness of 10 mm, measured normal to the local surface of the keel fin.
19.3 Drop keels, centreboards, bilgeboards and other moveable hull appendages shall be declared. Unless fixed down while racing, drop keels will be rated as moveable hull appendages.
19.4 In the construction of hull appendages, no material with specific gravity greater than 11.3 is permitted.
19.5 Boats including material in their hull appendages with specific gravity greater than 11.3, and with age date of 2005 or earlier, and holding a valid IRC certificate on 31st December 2005 are exempt from Rule 19.4. Apart from maintenance, any such boat changing the quantity of material of specific gravity greater than 11.3 shall comply with Rule 19.4 and will not subsequently be eligible for exemption from compliance with Rule 19.4.
19.6 Any material in the keel fin of a keel type 10, 11 or 12 with a specific gravity greater than 8.0 (eg. lead) shall be declared in writing.

20 ENGINE AND PROPELLER
20.1 Boats will be rated with either:

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

21 RIG AND SAILS
21.1 General

21.1.1 Single and twin masted rigs only may be rated under IRC.
21.1.2 'Cat' rig is defined as a rig where no sails are set forward of the mast(s) when sailing to windward.
21.1.3 'Gaff' rig includes square, spritsail and other similar rig configurations.
21.1.4 Mizzen staysails shall be declared.
21.1.5 There is no limitation on the number or type of sails on board while racing under IRC except:

(a) the limitation on spinnaker numbers (see Rule 21.6.1) and flying headsail numbers (see Rule 21.7.5).

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

(c) the limitation on headsail numbers for boats rated with a single furling headsail. Except in the cases of significant damage or loss, sails, boats claiming a rating allowance for using a single roller furling headsail shall use the same headsail for all races in any series of races. (see Rule 21.8.1)

(d) during a regatta run on consecutive days, including any lay days, the sails on board shall remain the same and be on board for all races. This Rule may be amended by Notice of Race.

(e) a spare mainsail may be on board but may not be used as a racing replacement, either during a race or during a regatta run on consecutive days, including any lay days. This Rule may be amended by Notice of Race.

(f) exceptionally, in the case of significant damage or loss, sails may be replaced with similar sails. A Notice of Race may require that boats obtain permission from the Race Committee before replacing a sail. This Rule may be amended by Notice of Race.

(g) sails shall be set in close proximity to the boat.

(h) sails with detachable sections of sail cloth are not permitted.

21.1.6 (a) Adjustment or detachment of forestay and/or shrouds including diagonal and jumper shrouds, or movement of the mast at the foot or the deck while racing is not permitted except:

(i) in the case of a boat without running backstays, checkstays or adjustable backstay when the forestay may be adjusted but not detached.

(ii) in the case of boats with LH less than 10m and without lifelines that are explicitly permitted by their own class rules to move the mast at foot or deck level, or to adjust or detach the forestay and shrouds while racing.

(iii) as permitted by Rule 21.1.6 (b).

(b) A boat fitted with or carrying on board systems to adjust the forestay while racing shall declare this to the Rating Authority. This includes a system with the power system disconnected or removed from the boat. The boat may then adjust the forestay while racing, but shall not detach the forestay. Locked conventional turnbuckles that are not adjusted while racing need not be declared.

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

21.2 Rig Factor

21.2.1 Rig factor (RF) is calculated by the Rating Authority to evaluate the rig and sail features of the boat and their character and efficiency when compared to a basic cruising configuration with substantial spars and basic rig controls.

21.2.2 RF may be increased for: fractional, racing and lightweight rigs, high aspect ratio and efficient plan forms, wing and double luff sails, specialised sail stiffening, exotic sailcloth materials, large headboards/cranes, permanently bent or highly controllable spars, hi-tech rigging, exotic rig materials, advanced winch and deck gear arrangements, flush/efficient deck design, and any other feature which increases sailing efficiency that is not already rated through the rated dimensions.

21.2.3 RF may be decreased for less efficient rigs and sail plans, cruising furling sails, motor sailors 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 besheeted 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 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 aftermost 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:

\[
SPA = \left(\frac{SLU + SLE}{2}\right) \times \left(\frac{SFL + (4 \times SHW)}{5}\right) \times 0.83
\]

21.6.1.1 SLU, SLE, SFL and SHW of the largest area

21.6.2.1 Boats shall not carry on board more than the number of spinnakers on their IRC certificate while racing. The calculated area of this spinnaker will be shown on the 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:

\[
HSA = 0.0625 \times HLU \times (4HLP + 6HHW + 3HTW + 2HUW + 0.09)
\]

\[
FSA = 0.0625 \times FLU \times (4FLP + 6FHW + 3FTW + 2FUW + 0.09)
\]

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

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

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

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

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

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

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

21.8 Furling Headsails

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

(a) A boat shall be fitted with a complete headsail furling system including at least a drum, furling headfoil, and top swivel.

(b) Rated HLP shall be greater than 1.3*J. Exceptionally, this rule shall not apply to boats of LH greater than 30.5m and with IRC DLR greater than 60.

(c) Only a single headsail shall be used while racing, whose HSA shall not be less than 95% of rated HSA except that alternatively a storm jib (see Appendix A) may be used.

21.8.2 A boat may declare that she may alternatively use a heavy weather jib (see Appendix A). Provided that she complies with Rule 21.8.1(a) and (b), she will remain eligible for the rating credit but at a reduced rate.

21.8.3 Except in the cases of significant damage or a storm jib or heavy weather jib as appropriate, the same headsail shall be used for all races in any series of races.

21.8.4 Any other headsail may be on board. This Rule may be amended by Notice of Race.

22 EQUIPMENT AND LOADING

22.1 Detachable items

22.1.1 Detachable items (such as but not limited to bunk cushions) permitted by Rule 17 to be aboard for measurement shall be carried in their normal positions while racing. For races requiring compliance with OSR Category 4 or OSR Appendix B for Inshore Racing Category only (or local equivalent), a Notice of Race may state that boats rated with bunk cushions on board may remove the bunk cushions. No compensating weight need be carried.

22.2 Hull Factor

22.2.1 Hull factor (HF) is calculated by the Rating Authority and is an evaluation of features of the boat and their character and efficiency.

22.2.2 Stripped out interiors, the use of light and hi-tech structures and/or materials, removal of furniture or other fitted equipment, etc. may lead to the application of higher than standard hull factor to compensate for potential increase in performance. Such features shall be declared to the Rating Authority.

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

22.3.1 A boat may use moveable ballast and/or variable ballast and any such system shall be permanently installed and shall be declared to the Rating Authority. RRS 51, Moveable Ballast, and RRS 52, Manual Power, are modified in respect of moveable ballast and/or variable ballast systems to the extent required by this class Rule.

22.3.2 List angle is measured in the boat weight condition (see Rule 17) with any additional variable ballast. There is no limit to the list angle with ballast tanks fully filled on one side of the boat and/or with moveable ballast moved fully to one side.

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

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

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

22.3.6 A physical, mechanical limit shall be fitted to all moveable ballast system to prevent it being moved further than the position for the declared list angle. Such a system shall not rely on sensors or measurement to prevent the declared list angle being exceeded unintentionally.

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

22.4 Crew Number/Weight

22.4.1 Boats rated as one-designs, as noted on the boat’s certificate, shall conform with their one-design class rules in respect of crew number/weight limitations unless freed from this requirement by notice of race. See also Rule 13.7

22.4.2 The crew weight shall not exceed 85kg multiplied by the Crew Number printed on the certificate. This Rule does not apply to short-handed certificates issued under rule 8.2.1.

22.4.3 Rule 22.4 may be amended by Notice of Race.

22.5 Crew Classification

22.5.1 There are no rules on the classification of crew within IRC unless stated in a Notice of Race.

23 SEAWORTHINESS AND SAFETY

23.1 The issue of a rating certificate does not imply that a boat is necessarily of satisfactory design, safe or seaworthy, nor that a boat complies with any category of Offshore Special Regulations. See Rule 3.

23.2 Race committees may impose limits for race entry on safety grounds at their discretion. An SSS number, specific to the boat, and when data is available IRC/ISO STIX, AVS and IRC/ISO Design Category will be printed on each boat’s certificate for the guidance of owners and race organisers.
**APPENDIX A - IRC MEASUREMENT DEFINITIONS AND ABBREVIATIONS**

**Measurement Note:** World Sailing Equipment Rules of Sailing (ERS) Part II, Definitions, shall apply to measurement except as stated by IRC Rules or this Appendix. Measurements shall be taken in accordance with ERS Part III, Measurement Rules, Section H.

**Terminology:** A term used in its defined sense is printed in "bold" type if defined in the ERS. Any abbreviation given below is used in IRC Rules in its defined term unless specified otherwise.

### A1 - MISCELLANEOUS

**Series date**

The date on which the first **boat** of the design or the production series was first launched, whichever is earlier. Series Date does not change if the **boat** is modified.

**Age date**

The date on which the **boat** was first launched, or the date on which the **boat** was re-launched following any hull shell modification, excluding the transom, whichever is the later.

**Hull Shell**

The hull shell excluding all of the following: any transom, the deck, any superstructure, the internal structure including any cockpit, fittings associated with these parts and any corrector weights.

**Measurement Condition**

As defined by Rules 17.1.

**Stored Power**

Power other than power provided by the crew.

**Rating Authority**

As defined in Rule 4.1.

**Rule Authority**

As defined in Rule 4.1.

**ROORC**

The Royal Ocean Racing Club

**UNCL**

L’Union National pour la Course au Large.

### A2 - HULL & APPENDAGES

**LH**

Hull Length.

**B0**

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

**x**

The horizontal distance between the **waterline** and the lowest point on the stem at a tangent of 45° to the longitudinal axis.

**h**

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

**SO**

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

**y**

The vertical distance between the aftmost point on the **hull** and the **waterplane**. In the case of a counter stern, the vertical distance between the aftmost point on the **hull** below the transom projected to the line of the aftmost point of the **hull**, and the **waterplane**.

**Wingspan**

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

**Bulb Weight**

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

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

**A4 - RIG**

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

The distance between the **mizzen** (in the case of a **schooner**, the **mainmast sail**) **upper point**, and the top of the boom when set at right angles to the **mast**, or the **mizzen tack point** whichever is lower, on the mizzenmast (in the case of a **schooner**, the **mainmast**). The upper limit mark shall be permanently marked by a 25mm band of contrasting colour. If there is no upper limit mark the upper measurement point shall be taken as the top of the highest sheave used for the halyard.

The outer point distance of a **mainsail** (or in the case of a **schooner**, a **foremast sail**). The outer limit mark shall be permanently marked by a 25mm band of contrasting colour. If there is no outer limit mark the outer measurement point shall be taken to the aft end of the boom. For the measurement of outer point distance, ERS H.4.2 shall not apply. Fittings, local curvature, local cutaway and any increase in the fore/aft dimension of a sail track and/or sail track support, shall be ignored.

The outer point distance of a **mizzen** (or in the case of a **schooner**, a **mainsail**). The outer limit mark shall be permanently marked by a 25mm band of contrasting colour. If there is no outer limit mark the outer measurement point shall be taken to the aft end of the boom.

The ERS definition of **forestay** shall not apply. Forestay is defined as: Permanently attached rigging providing forward support for a mast spar.
The forestay length measured from the forward end of \( J \) to the forestay rigging point.

The longitudinal distance between the intersection of the fore side of the mast spar, extended as necessary, and the deck including any superstructure; and the intersection of the centreline of the forestay, extended as necessary, and the deck, or bowsprit spar.

The greatest horizontal distance from the forward face of the mast spar, ignoring any fittings and tracks, measured on or near the centreline of the boat, to the extremity of the bowsprit pole.

The greatest horizontal distance from the forward face of the mast spar, ignoring any fittings and tracks, measured on or near the centreline of the boat, to any of the following:

- the extremity of the bowsprit, ignoring any outer limit marks;
- the spinnaker tack point on deck projected vertically as necessary;
- if a headsail or a flying headsail may be tacked forward of the forestay, the headsail or flying headsail tack point on deck projected vertically as necessary or to the extremity of the bowsprit ignoring any outer limit marks.

The greatest horizontal distance from the forward face of the mast spar, ignoring any fittings and tracks, measured on or near the centreline of the boat, to the extremity of the forestay, calculated as follows:

\[
STLFH_{\text{max}} = FSFL - (0.25 \times J)
\]

The total number of stays and/or sets of stays connected to the mast spar above the top of the boom set horizontal providing aft support and/or control.

(a) Any pairs of stays attached to the mast spar at the same position port and starboard on the mast spar shall count as one set of stays. Eg, whether there be a single standing backstay or twin running backstays these are counted as one set of stays.

(b) Any deflectors or adjusters attached between the top most stay and the mast spar shall also be counted.

Any deflectors or adjusters attached between any other stay and the mast spar with separation from the attachment point of the primary stay of 10% of \( P \) or greater shall also be considered as a separate stay for these purposes.

ERS G.1.3(f) shall not apply. A spinnaker is defined as a sail set forward of the foremost mast with half width (measured as a spinnaker) equal to or greater than 75% of foot length and without battens. A spinnaker may be set reefed by any means while racing under IRC provided that when measured in any reefed condition it continues to satisfy the IRC definition of a spinnaker.

ERS G.1.3(d) shall not apply. A sail set flying tacked down forward of the forestay that does not meet the definition of spinnaker and without battens and with a half width (measured as a spinnaker) equal to or greater than 62.5% of foot length. A flying headsail shall be tacked down no greater than STLFHmax and approximately on the boat’s centreline, except when it is tacked on a declared articulating bowsprit. A flying headsail may be entirely furled but shall not be set reefed while racing.

ERS G.1.3(d) shall not apply. Any sail tacked down forward of the foremost mast which does not meet the definition of spinnaker or flying headsail. A headsail may be hoisted from above the forestay rigging point.

The maximum offset between the edge of a headsail or flying headsail foot and a straight line between tack point and clew point.

Any material added to the sail, as either a removable element, permanent stiffening, or other contrivance, the purpose of which is to support and/or stiffen the sail.


See OSR paragraph 4.26.

The maximum permitted headsail area.

The luff length of the largest area headsail.

The longest luff length of any headsail.

The longest luff length of any mizzen staysail.

The luff perpendicular of the largest area headsail.

The longest luff perpendicular of any mizzen staysail.

The half width of the largest area headsail.

The three-quarter width of the largest area headsail.

The seven-eighths width of the largest area headsail.
### Cutter Rig
A cutter rigged boat is any boat that sets more than one headsail when on a beat to windward while racing. These values will be used in place of standard headsail dimensions where relevant in IRC Rules for a cutter rigged boat.

### Cutter Rig HLU
Headsail luff length measured parallel to the forestay, as the distance from the lowest tack point to the highest head point of any headsails set simultaneously while racing on a beat to windward.

### Cutter Rig HLUmax
As Cutter Rig HLU.

### Cutter Rig HLP
The shortest distance from the aftmost clew point of any headsail when set on the centre line of the boat, to the foremost headsail luff which may be set simultaneously while racing on a beat to windward.

### Cutter Rig HHW
The greater of 50% of Cutter Rig HLP or HHW of the largest area headsail.

### Cutter Rig HTW
The greater of 25% of Cutter Rig HLP or HTW of the largest area headsail.

### Cutter Rig HUW
The greater of 12.5% of Cutter Rig HLP or HUW of the largest area headsail.

### A7 - SAILS - MAINSAIL

| MHW | The half width of the mainsail. |
| MTW | The three-quarter width of the mainsail. |
| MUW | The seven-eighths width of the mainsail. |

### A8 - SAILS - SPINNAKER

| SPA | The maximum permitted spinnaker area. |
| SLE | The leech length of the largest area spinnaker. |
| SLU | The luff length of the largest area spinnaker. |
| SFL | The foot length of the largest area spinnaker. |
| SHW | The half width of the largest area spinnaker. |

### A9 - SAILS – FLYING HEADSAIL

| FSA | The maximum permitted flying headsail area. |
| FLU | The luff length of the largest area flying headsail. |
| FLP | The luff perpendicular of the largest area flying headsail. |
| FHW | The half width of the largest area flying headsail. |
| FTW | The three-quarter width of the largest area flying headsail. |
| FUW | The seven-eighths width of the largest area flying headsail. |
| FSFL | The foot length of the largest area flying headsail (measured as a spinnaker). |
| FSFW | The half width of the largest area flying headsail (measured as a spinnaker). |
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  - 2nd IRC Class 3 Overall (74 entries)
- SORC Solo Round the Isle of Wight
  - 2nd Overall (22 entries)
- Spi Ouest France
  - 2nd IRC Two-Handed (50 entries)
- GASCOGNE 45/5 (France)
  - 1st IRC out of the ranking (38 entries)

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  - 1st & 2nd & 4th IRC Class 3 Overall
  - 1st, 4th, 5th – RORC Double Handed Series
  - 1st, 2nd, 4th – RORC Series Class 3
  - 1st, 2nd – RORC Overall Series
  - 2nd, 4th – IRC Double Handed National Championships

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