



ICRA

# ICRA GENERAL RULES

Irish Cruiser  
Racing Association  
*Version 1.*

*Embracing  
Yacht Racing*

**The notation [DP] in a rule in these General Rules means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.**

## ICRA GR 1. Rules and Principles

### ICRA GR 1.1 Fundamental Principle of Seamanship

The safety of a boat governed by these rules and its entire management including insurance shall be the sole responsibility of the Person in Charge 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 ultimate decision on whether or not to race remains the sole and inescapable responsibility of the Person in Charge.

### ICRA GR 1.2 Liability Disclaimer and Insurance

Competitors participate entirely at their own risk, See RRS 4, Decision to Race. The Organising Authority, ICRA, Irish Sailing and RORC (IRC) will not accept any liability for material, damage or personal injury or death sustained in conjunction with, prior to, during or after the regatta.

It is a condition of entry for each boat owner to have their boat adequately insured against any risk, including civil liability to third parties and to ensure that such insurance remains valid for the entirety of the event.

### ICRA GR 1.3 Rules

Except where amended by these rules, the following rules shall apply:

- IRC Rules.
- World Sailing Offshore Special Regulations (OSR)

## ICRA GR 2. Eligibility

To be eligible a boat shall be:

- A mono-hull yacht fitted with lying down bunks for two averaged sized adults and adequate internal sitting-down accommodation for four averaged sized adults.
- Capable of satisfying, without the necessity for modifications, OSR Category 4 safety regulations. This provision does not preclude more stringent safety measures being required for particular races or events by the Organizing Authority.

ICRA reserves the ultimate authority to determine whether or not a particular boat or boat model satisfies this definition.

## ICRA GR 3. Ratings and Handicaps

### ICRA GR 3.1 IRC – [DP]

In order to receive a result under IRC, a boat shall have an IRC Certificate valid at 7pm 7 days before the first scheduled day of racing. For boats in ICRA Class Super 0 through 3B in spinnaker divisions this certificate shall be Endorsed.

No alteration in a boat's TCC will be permitted after this cut-off except as a result of a rating protest, or to correct Rating Office errors. Such errors shall be certified in writing as such by the Rating Office.

If, for any reason above, a boat's TCC is changed after the cut-off date it shall be the duty of the boat's Person in Charge to inform the OA of any change immediately and any changes to the TCC shall be applied to all races in calculating her series score.

The validity date may be extended in extraordinary circumstances at the sole discretion of the OA. The boat seeking the extension shall apply in good time in writing setting out the grounds for the extension.

A Person in Charge shall ensure that the boat is maintained to comply with her measurement certificate, and that her rating certificate remains valid for all races in the series.

## ICRA GR 3.2 ECHO

In order to receive a result under ECHO:

Each entry shall be assigned an initial ECHO Handicap. For progressive ECHO handicapping each boat's handicap is automatically adjusted on the basis of performance in each race. The act of handicap adjustment or failure to adjust will not be grounds for a request for redress. This changes RRS 62.

## ICRA GR 4. Advertising – [DP]

Advertising shall comply with World Sailing Regulation 20.

It is a boats responsibility to ensure that sail numbers on all sails, including spinnakers, are clearly identifiable by race management.

## ICRA GR 5. Crew Limits

### ICRA GR 5.1 Crew Numbers

In order for a boat to be scored under IRC, the maximum number of crew on-board when racing shall be as per the boats IRC Certificate + 1.

There is no limit to the number of crew who may be on board for a boat to be scored under ECHO.

Crew racing on a boat may be required to register information such as their name, some personal and shoreside contact details, club affiliation, and World Sailing Regulation 22 Classification status. Additional information may be requested.

### ICRA GR 5.2 Crew Weight

There shall be no limit on the weight of the crew.

### ICRA GR 5.3 Sailor Classification

For the purposes of this rule a Group 3 sailor is as described in World Sailing Regulation 22.

There shall be no limit to the number of World Sailing Group 3 sailors that may be on board while racing, for a boat to be scored under IRC.

No World Sailing Group 3 sailors shall be on board during a race of a series for a boat to be scored under ECHO for any race in that series.

## ICRA GR 6. Classes and Divisions

### ICRA GR 6.1 Classes

The ICRA Classes are:

Class	Designs	Rating band (IRC)
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email: [info@cruiserracing.ie](mailto:info@cruiserracing.ie)

facebook: [irishcruiserracing](https://www.facebook.com/irishcruiserracing)

web: [cruiserracing.ie](http://cruiserracing.ie)

twitter: [cruiserracingie](https://twitter.com/cruiserracingie)

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Super 0		1.156 and above
0A		1.041 – 1.155
0B	J109, A35	1.010 – 1.040
1A	First 34.7	0.986 – 1.009
1B	X332, J97, Elan 333, J80	0.956 – 0.985
2A	Modified Half Tonner, Corby 26/27	0.936 – 0.955
2B	Corby 25, X302, Sigma 33	0.916 – 0.935
3A	Formula 28, Modified Quarter Tonner	0.896 – 0.915
3B	Impala 28, J24	0.876 – 0.895
4A		0.846 - 0.875
4B		0.845 and below

## ICRA GR 6.2 Divisions

Classes shall be combined to form the divisions for an event, or each class shall be a division.

When a boat rating is within +/- 0.020 of the rating band limits, boats of each of the named designs shall race in the same class and division irrespective of rating.

For the other boats, the OA may make arrangements to the resulting division splits by up to +/- 0.015.

## ICRA GR 7. Equipment

### ICRA GR 7.1 Event Limitation Marks – [DP]

Event Limitation Marks may be placed on any piece of equipment by an appointed Equipment Inspector during the period notified in the Notice of Race.

Event Limitation Marks shall not be tampered with. In the event of wear and tear, it is the Person's in Charge responsibility to ensure that Event Limitation Marks are restored or reapplied by an appointed Equipment Inspector.

### ICRA GR 7.2 Lifelines

Life lines shall comply with the OSR 3.14. This changes RRS 49.2.

### ICRA GR 7.3 Bowsprits

Boats with retractable bowsprits shall sail with the bowsprit fully retracted when not in the process of setting, flying, or taking down the spinnaker. When approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat is within 2 hull lengths of the mark.

The penalty for failure to comply with this rule shall be a Two-Turns penalty (as described in RRS 44.2) taken before the finish of the race. This changes RRS 44.2.

## ICRA GR 8. Hauling Out – [DP]

Boats shall not be hauled out during the regatta except with and in accordance to the terms of prior written permission by the Race Committee.