



ICRA GENERAL RULES

Irish Cruiser
Racing Association
Version 2 - Dec 2019.

*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 person in charge must be satisfied as to the soundness of hull, spars, sails, rigging and all gear. The person in charge must ensure that all safety equipment is properly maintained and suitably stowed. The crew must be familiar with the use and position of such safety equipment. The person in charge accepts that the responsibility for a boat's decision to participate in a race or to continue racing is theirs and theirs alone. Neither these regulations nor any action of the OA in any way limits or reduces the exclusive responsibility of the owner or the person in charge.

The wearing of personal flotation devices is a statutory requirement in Ireland for anyone on board a boat under 7 meters in length and by anyone under the age of 16 on the deck of a boat and is strongly recommended on all boats at all times.

ICRA GR 1.2 Liability Disclaimer and Insurance

Competitors participate entirely at their own risk, See rule 4, Decision to Race. The Organizing Authority, ICRA, Irish Sailing and RORC (IRC); their officers, servants and agents accept no responsibility or liability in respect of loss of life, personal injury or loss of or damage to property sustained in conjunction with or prior to, during or after the event.

The ultimate decision on whether or not to race remains the sole and inescapable responsibility of the Person in Charge.

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 has the ultimate authority to determine whether or not a particular boat or boat model satisfies this definition. Entries are accepted at the sole discretion of the OA.

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 5 days before the first scheduled day of racing. For boats in ICRA groupings A to H 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.

A boat's owner and any other person in charge shall ensure that the boat is maintained to comply with her measurement and that her rating certificate remains valid for all races in the series.

If, for any reason, a boat's TCC is changed after the cut-off date above it shall be the duty of the boat's owner or any other person in charge to inform the OA of any change immediately and any increased 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 copy of the IRC Certificate shall be kept on board during an event held under these rules.

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 its 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 boat's 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.

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.

Unless otherwise stated in the Notice of Race of an event:

- a) There shall be no limit to the number of World Sailing Group 3 sailors that may be on board in order for a boat to be scored under IRC
- b) No World Sailing Group 3 sailors shall be on board during a race of a series in order for a boat to be scored for any race in that series under ECHO.

ICRA GR 5.4 Crew Registration

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 6. Groupings and Divisions

ICRA GR 6.1 Standard Groupings

The ICRA standard groupings are:

Grouping	Designs	Rating band (IRC)
A		1.041 – 1.155
B	J109, A35	1.010 – 1.040
C	First 34.7	0.986 – 1.009
D	X332, J97, Elan 333, J80	0.956 – 0.985
E	Modified Half Tonner, Corby 26/27	0.936 – 0.955
F	Corby 25, X302, Sigma 33	0.916 – 0.935
G	Formula 28, Modified Quarter Tonner	0.896 – 0.915
H	Impala 28, J24	0.876 – 0.895
I		0.846 - 0.875

ICRA GR 6.2 Divisions

For boats in the rating range covered in GR 6.1, divisions shall be formed from the standard groupings. Prior to the start of the event the OA may change the resulting division splits by up to +/- 0.015. Adequate notice must be given of any such change for it to take effect.

ICRA GR 6.3 A Boat's Division

A boat shall race in a division when:

- 1) She is of a named design and her rating at the start of the event is within +/-0.020 of the rating band,
- 2) If of another design, her IRC rating at the start of the event is within the rating band.

ICRA GR 6.4 Moving Boats Between Divisions

At the discretion of the PRO and before the end of the first day on which there is racing a boat may be reassigned to a different division and rule ICRA GR6.3 shall not apply to that boat.

When a boat is moved between divisions her race score for the races prior to the move shall be as follows:

- 1) Race scores from her races prior to the move shall carry over if she failed to start or was disqualified.
- 2) For the other races her race score shall be an average of her race scores from her races to count from the remaining races in the series including the races carried over.

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 responsibility of the Person in Charge 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 One-Turn penalty (as described in RRS 44.2) taken before the finish of the race. This changes RRS 44.2.

ICRA GR 7.4 Safety Equipment

OSR Appendix B shall be complied with.

In addition, the following must be carried aboard and be in working order:

- Permanently installed manual bilge pump
- A handheld waterproof marine VHF radio
- A second marine VHF, which may also be a handheld VHF
- A first aid kit and manual
- Two orange smoke flares
- An effective means to quickly disconnect or sever the standing rigging from the boat

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.

ICRA GR 9. Media Waiver

Competitors give their consent to ICRA and the OA to use or to license the use of their name, comments, photographs and likeness as it sees fit for the promotion of cruiser racing. ICRA and the OA reserves the right to use or to license the use of any images and sound recorded during the event free of charge.

ICRA GR 10. Scoring

A boat's ICRA Overall Score shall be its; IRC series score divided by the number of races constituting the series, all divided by the division's competitiveness rating.

A division's competitiveness rating shall be the sum of the 4 highest ICRA Boat of the Year totals of the boats entered in that division.

A boat's ICRA Boat of the Year total is its total score from the last time an ICRA BoTY ranking for a complete season was published on cruiserracing.ie.