



## ISORA OFFSHORE SERIES 2020 General Sailing Instructions

Version 2a  
Following Re-Boot



**ISORA**

*2020  
Offshore & Coastal  
Series*



## ISORA OFFSHORE SERIES 2020 General Sailing Instructions



The Organising Authority is the National Yacht Club in association with Irish Sea Offshore Racing Association the, Dún Laoghaire

### 1. RULES

- 1.1. The Series will be governed by the 'rules' as defined in the *Racing Rules of Sailing* (RRS).
- 1.2. The IRC Rules Parts A, B and C shall apply to IRC racing
- 1.3. The prescriptions of the Irish Sailing Association will apply to races starting in Ireland and those of the RYA to races started in the United Kingdom and WORLD SAILING OFFSHORE SPECIAL REGULATIONS 2017-2020 extract for Race Category 3 Monohulls with Life Raft will apply for all cross-channel races and all Night Races. Race Category 4 will apply for Day races.
- 1.4. ISORA publishes Supplemental Sailing Instructions (SSIs) and Race specific Protocols for each race and in the event of conflict the ISORA 2020 Supplemental Sailing Instructions (SSIs) for that specific race will prevail.
- 1.5. Between sunset and sunrise navigation lights must be lit. These, and any emergency navigation lights carried, must conform to Rule 22 of the International Regulations for Preventing Collisions at Sea. Boats that cannot comply with these Regulations must retire from the race.
- 1.6. RRS Part 2 (WHEN BOATS MEET) does not apply between sunset and sunrise and is replaced by Part D (Steering and Sailing Rules) of the International Regulations for the Prevention of Collisions at Sea.
- 1.7. Any contravention of Rules, Regulations or Sailing Instructions must be reported in the Declaration.
- 1.8. Waypoints may be used as marks. If so, Rule 28 will be amended accordingly in accordance with the World Sailing Guidance – "Guidance on Racing Around Waypoints" [See website for details](#)
- 1.9. The IRC Rules 2020 Parts A, B and C apply.

### 2. ELIGIBILITY AND ENTRY

- 2.1. The races are open to all boats that have a valid IRC Certificate with a **Minimum SSS base number of 20**.



- 2.2. Boats entering a race must be entered in the race and owned by, or on charter to a member or members of a Sailing Club recognised by its National Authority.
- 2.3. Crew numbers shall be limited to the maximum capacity of the liferaft carried on the boat. IRC Rule 22 4.2 shall not apply. There will be no limit (save as before mentioned with life raft capacity) on crew number or weight except as required for boats rated as one designs which shall comply with IRC Rule 22.4.1.
- 2.4. Eligible boats shall enter by completing the on-line entry form which is on the ISORA [web site](#)
- 2.5. A boat shall enter and lodge a completed entry form and declaration together with the race fee at least 2 hours before the start of the race with the Race Officer of the host club or its entry shall be excluded under RRS 76.
- 2.6. Skippers must have the written parental consent for all crew members under the age of 18.

## 3. CLASSIFICATION

- 3.1. There is no classification restriction (See RRS 79).

## 4. CLASSES

- 4.1. There will be racing for three classes - IRC Class 0, Class 1 and Class 2 in the series. The splits are anticipated to be at about 1.035 and 1.000.
- 4.2. There will be a Silver Fleet Division in each of the above Classes. Eligibility for the Silver Fleet Division will be determined by the ISORA Committee.

Class 1 Silver Fleet = Hull Factor 7.8 or less and DLR 220 or greater

Class 2 Silver Fleet = Hull Factor 7.8 or less and DLR 200 or greater

- 4.3. The ISORA Committee shall at all times have discretion as to the classes, fleets and entries and has the right to amend at any time. In addition, if fleet numbers allow, there will be a 2-handed Division (IRC Certificate with IRC “short-handed” sub-certificate as appropriate).

## 5. FEES

- 5.1. Requires fees are stated on the entry form. Entry to a race includes ISORA membership for the owner or skipper of the boat.
- 5.2. Race entry fees are NOT refundable following cancellation from a race.



## 6. RACE SCHEDULE 2020

- 6.1. The ISORA 2020 Re-Boot Race Schedule comprises of the 12 Races listed in the 2020 Race Schedule published on the ISORA [web site](#) (subject to changes at the Committee's discretion).

## 7. MEASUREMENT

- 7.1. Each boat shall have a valid IRC Rating Certificate. Applications for IRC rating certificates should be made to the RORC Rating Office or to the Irish Sailing Association. The ISA/RORC Rating Office published lists, applicable at the start of a race, will be final for that race, except as a result of a rating protest, or to correct a rating office error.

## 8. SAILING INSTRUCTIONS

- 8.1. Sailing Instructions for each race will be posted on [www.isora.org](http://www.isora.org) approximately one week before the race and distributed by email to race/series entrants.

## 9. SCORING

- 9.1. The scoring system is as follows: Scoring will be on a High point basis.
- 9.2. RRS Appendix A is changed; paragraph A4 will not apply.
- 9.3. The Points for each race will be adjusted for the fleet size using the CHIPS3 formula as incorporated into the Sailwave race scoring program.
- 9.4. The Points will be multiplied by the Weighting Factor as stated in Section 5 above to reflect the difficulty factor of the race. An explanation of the CHIPS 3 formula and weighting Factor can be found on the [ISORA Web site](#)
- 9.5. TIE BREAKERS:  
If at the end of the series the score is tied between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the boat(s) with the highest score(s).  
  
If a tie remains between two boats, it shall be broken in favour of the boat that scores better than the other boat in more races.  
  
If more than two boats are tied, they shall be ranked in order of the number of times each boat scored better than another of the tied boats.  
  
If a tie still remains between two or more races, they shall be ranked in order of their scores in their last race.
- 9.6. A boat that is penalised under RRS 30.2 or that takes a penalty under RRS 44.3(a) shall be scored points as provided in RRS 44.3(c).



## 10. ELECTRONIC AIDS, RADIO COMMUNICATION

- 10.1. The use of electronic aids, including auto helms, and linked electronic devices is permitted. VHF Transceivers are mandatory (Changes RRS 52).
- 10.2. YB tracker system may be used to record the course of all boats entering each race. The YB tracker unit will be allocated by the Race Committee on a first come basis. The unit must be switched on and fitted before the start of each race and must not be disabled during the race.
- 10.3. All competing boats in the Offshore series must be fitted with an Automatic Identification System (AIS) and it must be turned on to receive and transmit in all 'Qualifying Races'.
- 10.4. It is recommended that competitors in the Coastal Series have an Automatic Identification System (AIS) if the equipment is fitted to the boat it must be turned on to receive and transmit.
- 10.5. The output of the tracker may be required if waypoint marks are used.

## 11. PRIZES

- 11.1. Prizes will be given as follows: Series 1<sup>st</sup> - 3<sup>rd</sup> Overall and 1<sup>st</sup> - 3<sup>rd</sup> positions per Class / Division in each race. Trophies will be awarded for Series Overall and Overall Winner of each Race.
- 11.2. Offshore Series: To win the overall ISORA series for the Wolf's Head Trophy boats must compete in 3 of the 4 "Qualifying" races. Points for the overall series will then be taken from the best 5 results out of the 12 races.
- 11.3. Coastal Series (Ireland) The highest total points of 3 of the 4 races scheduled of the 'Irish Coastal Race Series'.





- 11.4. Coastal Series (Wales) The highest total points of 3 of the 4 races scheduled of the 'Welsh Coastal Race Series'.
- 11.5. ISORA Points Series The highest total points in all 'Qualifying' races without discards.
- 11.6. Team Series: Three boats Club team. The scores are taken from the Overall Results Table for qualifying races and applying the Clubs best three results in each race. (Traditionally "The Victoria Cup"). Boats can elect to sail in the Barbarian Team.

## 12. DISCLAIMER OF LIABILITY

- 12.1. Competitors participate in the series entirely at their own risk. See RRS 4, Decision to Race and General ISORA Condition 14.6. The organizing authority, RORC, ISORA, the host clubs and sponsors of individual races will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the series.
- 12.2. All skippers must complete the race declaration and the crew list before and after each race.

## 13. Risk Statement

- 13.1. RRS Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."
- 13.2. 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:
  - 13.2.1. (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;
  - 13.2.2. (b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
  - 13.2.3. (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
  - 13.2.4. (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
  - 13.2.5. (e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;



- 13.2.6. (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
  - 13.2.7. (g) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.
- 13.3. It is their responsibility to familiarise themselves with any risks specific to the venues or the ISORA events drawn to their attention in any rules and information produced for the venues or events and to attend any safety briefing held for the events.

## 14. INSURANCE

- 14.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of €3,000,000 per race or the equivalent.

## 15. FURTHER INFORMATION

- 15.1. For further information, please contact [secretary@isora.org](mailto:secretary@isora.org) or [sailing@nyc.ie](mailto:sailing@nyc.ie). Information will be posted on the ISORA website [www.isora.org](http://www.isora.org) and the National Yacht Club website [www.nyc.ie](http://www.nyc.ie).

## 16. GENERAL ISORA CONDITIONS

### 16.1. RESPONSIBILITY UNDER IRC / IRC (No Spinnaker) / IRC (Short Handed).

- 16.1.1. The IRC / IRC (No Spinnaker) / IRC (Short Handed) under which ISORA race, contain sections affecting owners, and through them, crews. It is important that all those taking part in racing understand that breach of these rules mean that the Boat is either no longer eligible before the race even starts because the Rating Certificate is invalid, or is liable to disqualification if any contravention occurs during the race.
- 16.1.2. It is the Owner's responsibility for the presentation of his Boat for ashore and afloat measurement and the arrangement of the measurement of sails and spars.
- 16.1.3. It is the Owner's general responsibility after measurement to inform the Rating Office of changes to ballast, tankage, engine and propeller installations, change affecting trim and flotation, the movement of measurement bands and changes in spars including any renewals and any changes in hull shape.



- 16.1.4. It is the Owner's responsibility whilst racing to comply with any limitation on sail setting and sheeting, the securing of the propeller, devices to fix drop keels or moveable appendages. The shipping, unshipping or moving of ballast and moving from stowage of any equipment is FORBIDDEN. Anchor and chain shall be secure in clearly marked stowage

## 16.2. WARNING ON MOVEMENT OF BALLAST

- 16.2.1. The notice available on the ISORA website [www.isora.org](http://www.isora.org) "Warning on the movement of ballast" must be signed and displayed permanently on the main bulkhead adjacent to the mast.

## 16.3. CLASS FLAGS

- 16.3.1. Based on the break-points specified in the Sailing Instructions:  
16.3.2. IRC Class 0 boats will display Numeral Pennant 0 on their backstay  
16.3.3. IRC Class 1 boats will display Numeral Pennant 1 on their backstay.  
16.3.4. IRC Class 2 boats will display Numeral Pennant 2 on their backstay.

## 16.4. RACES COMBINED WITH NYC, CHPSC and LYC.

- 1.1. Where races are combined with other races it is the skipper's responsibility to enter the race organised by the club or association.

## 16.5. RESPONSIBILITY

- 16.5.1. All those taking part in these races do so at their own risk and responsibility. ISORA, NYC, the host Clubs and the Sponsors of individual races are not responsible for the seaworthiness of any boat whose entry is accepted.

**16.5.2. THE DECISION REGARDING `STARTING AND CONTINUING A RACE LIES DEFINITELY WITH THE SKIPPER OF EACH BOAT AS HE / SHE ALONE IS AT ALL TIMES RESPONSIBLE FOR THE SAFETY OF HIS / HER OWN BOAT AND CREW**

