

EAST ANGLIAN OFFSHORE RACING ASSOCIATION

EAORA SEASON 2025 - NOTICE OF RACE - PART 1

ORGANISING AUTHORITY

EAST ANGLIAN OFFSHORE RACING ASSOCIATION

Series of Races organised in conjunction with other organisations as specified in NOR Part 2

GENERAL RULES FOR THE RACE SERIES

1. INTRODUCTION

- 1.1. This **Notice of Race (NoR)** consists of two main sections. Part 1 consists of the rules that apply to all races organised by EAORA or associated Clubs unless modified by a NoR Part 2 or the Sailing Instructions.
- 1.2. The **NoR** Part 2 gives details that apply to each race in the EAORA programme. When a Rule is modified in Part 2, it takes precedence over the Rule in Part 1.
- 1.3. Both **NoR** Part 1 and all **NoR** Part 2 are published on the EAORA Website. www.eaora.org.uk
- 1.4. The 2025 programme below shows races that are organised by EAORA in conjunction with other organisations.

Date	Race	OSR Cat *	Miles	Organising Authority
Sat 10 th May	Ralph Herring Trophy West Mersea to Burnham on Crouch	4	50	RBVC
Sun 11 th May	Pattinson Cup Burnham on Crouch to West Mersea	4	50	WMYC
Fri 30 th May	RORC North Sea Race Harwich to Scheveningen	3	180	RORC, RHYC
Thu 26 th - Sun 29 th June	EAORA Offshore Regatta, comprising East Coast Race or Amazon Cup, Cannon Ball & Walker Challenge.			EAORA
Thu 26 th June	RORC East Coast Race Harwich to Ostend	3	120	EAORA, RORC, HPYC
or	EAORA Amazon Cup Harwich to Ostend	3	80	EAORA, HPYC
Sat 28 th June	Cannon Ball (EAORA Offshore Regatta 2025) Ostend to Ramsgate	3	60	EAORA, MYC
Sun 29 th June	Walker Challenge Cup (EAORA Offshore Regatta 2025) Ramsgate to Harwich	4	50	EAORA, MYC
Sat 19 th July	Sunk Race West Mersea to Ramsgate, feeder for Round the Goodwins	4	50	WMYC, Royal Temple Yacht Club
Sun 20 th July	Round the Goodwins Ramsgate to Ramsgate	4	30	Royal Temple Yacht Club
Sat 16 th August	Jane's Cup Burnham to Medway	4	50	MYC
Sun 17 th August	Thames Estuary Race Medway to Burnham-on-Crouch	4	50	RCYC
Sat 30 th August	Houghton Cup (No MOCRA Class) Burnham-on-Crouch to Burnham-on- Crouch	4	35	Burnham Week Ltd, RBVC

Fri 12 th September	Buckley Goblets West Mersea to Ostend	3	86	WMYC
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* See paragraph 6.3 below for details of the OSR Categories.

2. DEFINITIONS

- 2.1. **Class** – IRC & MOCRA Classes as defined within this Notice of Race.
- 2.2. **Closing Date** - is the date after which a late entry / late payment fee may be charged, and cancellation fees apply.
- 2.3. **Competitor** - A person who races or intends to race in the event.
- 2.4. **Documents page** - can be found at www.eaora.org.uk on the Handbook Tab.
- 2.5. **Race Committee** - Appointed under rule 89.2(c) and any other person or committee performing a race committee function.
- 2.6. **Bonus Points Scoring System** - the boats are ranked in order of points scored. Lowest Points score wins.
- 2.7. **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.
- 2.8. **Offshore Race** - Offshore Races are OSR Category 3 plus Category 2 liferaft, or OSR Category 4 plus Category 3 Safety Harnesses & Tethers.
- 2.9. **Inshore Race** - Inshore Races are World Sailing Special Regulations for inshore racing – Appendix B with VHF radio.
- 2.10. **Rating Deadline** - is the latest date by which a valid Rating or Class Certificate shall be issued to the boat and declared to the race officer. If not explicitly stated then the Rating Deadline shall be 24 hours before the first start.
- 2.11. **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).
- 2.12. **Terminology** - The use of the masculine gender shall be taken to mean either gender.

3. RULES AND REGULATIONS

- 3.1. **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 the Sailing Instructions.
- 3.2. **ORGANISING AUTHORITY** – The organising authority is the East Anglian Offshore Racing Association (EAORA), or as identified in the NoR Part 2 for each individual race.
- 3.3. **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.
- 3.4. **RACING RULES OF SAILING** -The rules as defined in [The Racing Rules of Sailing](#) (RRS).
 - 3.4.1. RRS Appendix WP (rules for racing round way points) will apply when specified in the Sailing Instructions.
- 3.5. **NATIONAL AUTHORITY PRESCRIPTIONS** - The prescriptions of RYA will apply. No other National Authority prescriptions will apply. (<https://assets.rya.org.uk/assetbank-rya-assets/action/directLinkImage?assetId=47811>).
 - 3.5.1. The **National Authority for Appeals** under rules 70 shall be the RYA for all races, this modifies rule 70.4.
- 3.6. **CLASS RULES** - the IRC Rules 2025 Parts A, B & C, MOCRA Rules and the Rules and Regulations of appropriate One-Design and/or Class rules.
 - 3.6.1. For the purposes of IRC **Crew Limitation Rules** and Sail Limitation Rules, no race will form part of a regatta.
- 3.7. **WORLD SAILING OFFSHORE SPECIAL REGULATIONS (OSR)** - The World Sailing Offshore Special Regulations, any amendments thereto for the current year, and RORC Prescriptions where applicable. Where details of Offshore Special Regulations cannot be met the Committee may accept an alternative.
- 3.8. **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 IRPCAS (International Regulations for Preventing Collisions at Sea), or by Government right-of-way rules between the times of local sunset and sun rise. See paragraph 11 in this Notice of Race for details of penalties for infringing IRPCAS rules. This amends RRS 44.1.

- 3.9. **NOTICE OF RACE** - This Notice of Race and any amendments thereto will be available from the EAORA Website.
- 3.10. **SAILING INSTRUCTIONS** - Sailing Instructions will be emailed to Competitors after the Closing Date for each race. They may also be posted on the EAORA Website. Sailing Instructions shall take precedence over the Notice of Race Part 1 and Part 2.
- 3.11. **CHANGES TO NOTICE OF RACE AND SAILING INSTRUCTIONS** - will be advised as follows:
- 3.11.1. Written Changes will be advised by and available from the relevant Race headquarters and the EAORA Web Site. The Race Officer on the Committee Vessel at the start of a race will ensure that any written changes are brought to the attention of all competitors prior to the start of the race.
 - 3.11.2. Oral Changes will be announced by VHF only by the Race Officer on the Committee Vessel.

4. ADVERTISING

- 4.1. Boats may be required to display advertising chosen and supplied by the Organising Authority.

5. RESPONSIBILITY

- 5.1. **THE PERSON IN CHARGE** - Yacht racing can be dangerous. The attention of Persons in Charge is drawn 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 World Racing Special Offshore 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...."
- 5.2. 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:
- 5.2.1. 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.
 - 5.2.2. they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore.
 - 5.2.3. they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission.
 - 5.2.4. their boat is in good order, equipped to sail in the event and they are fit to participate.
 - 5.2.5. the provision of a race management team and other officials and volunteers by the event organiser does not relieve them of their own responsibilities.
 - 5.2.6. 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.
 - 5.2.7. The EAORA, 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.
- 5.3. **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 to start or to continue to race.
- 5.4. **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 Part 1.
- 5.5. **SAFETY AND LIFE SAVING EQUIPMENT** For all Offshore & Inshore 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."
- 5.6. However, a 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 World Sailing Special Regulation 5.02.

6. ELIGIBILITY – THE BOAT

6.1. SUITABILITY

- 6.1.1. EAORA races are open to seaworthy boats which comply with the Rules and Regulations described in this Notice of Race and which are manned by an adequate number of experienced crew who are fit to face bad weather.
- 6.1.2. However, no person may race contrary to the terms of a ban imposed by the EAORA, RORC, a National Authority or World Sailing.

6.2. CLASSES

- 6.2.1. **IRC – Monohulled Boats rating 0.800 and greater** - IRC 2025 Rules Parts A, B, and C shall apply, except as varied below or in the Sailing Instructions.
- 6.2.2. **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.
- 6.2.3. **CLASSES AND CLASS FLAGS** - For all EAORA races, Competitors will be categorised into the following Classes.

CLASS	T.C.C. Range	CLASS FLAG
One	1.020 and greater	IC Numeral 1
Two	0.941 to 1.091	IC Numeral 2
Three	0.800 to 0.940	IC Numeral 3
Multihull (MOCRA)	1.100 and greater	IC Numeral 8

- 6.2.4. EAORA reserves the right to amend the class bands in the light of the current year's handicap data.
- 6.2.5. 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.
- 6.2.6. Suitability - The minimum crew on any monohull shall be three apart from as allowed under NoR 6.2.9 Two-Handed Class.
- 6.2.7. Exclusion of Boats and Competitors - RRS 76.1 is changed to apply to each race rather than first race of the series.
- 6.2.8. Automatic and Wind-vane devices - for steering are permitted (This changes RRS 52)
- 6.2.9. 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. Entries must satisfy the committee that they have suitable and adequate experience and that their boat is appropriately organised for two-handed sailing.
- 6.2.10. When racing, the appropriate Class flag or flags shall be prominently displayed from a backstay, or at the stern on a boat with no backstay. Boats shall provide their own Class flag.
- 6.2.11. RATINGS, RATING AND CLASS CERTIFICATES Boats shall hold valid Rating/Class certificate(s) on the Rating Deadline. Boats racing under IRC or MOCRA are required to submit a copy of their certificate to the EAORA Race Officer. Changes to Ratings and Class certificates will only be accepted after the Rating Deadline in exceptional circumstances at the discretion of the EAORA. Every boat racing shall have on board a current valid signed copy of the Rating certificate for the Class or Classes in which she is racing.
 - 6.2.11.1. The Committee may, at its discretion, require an Endorsed Certificate prior to acceptance of a yacht's race entry.

6.3. WORLD SAILING OFFSHORE SPECIAL REGULATIONS (OSR)

The OSR category which applies to each race depends on the nature of the race and is specified in NoR Part 2 for each race. (RORC Prescriptions can be found in the RORC Notice of Race).
Inshore Regattas use the World Sailing Special Regulations for inshore racing – Appendix B with VHF radio.

Offshore Races are either Category 3 with a Category 2 compliant liferaft and AIS Transponder or Category 4 plus Category 3 compliant Safety Harnesses and Safety Lines (tethers).

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

6.3.2. **OFFSHORE SPECIAL REGULATIONS (OSR) CHECKLIST** For Offshore Races the Person in Charge shall, before the Closing Date of their first Offshore Race of the season, complete a Checklist for the appropriate Category (Checklists are available on the World Sailing and EAORA Websites in Appendix F).

Only one checklist appropriate to the race category or higher is required from the Person in Charge unless changes are made to the equipment onboard or the yacht changes ownership. A completed Category 3 checklist confirms compliance with Category 4 for those races that are Category 4, however if a Category 4 checklist has been provided at the start of the season, then an additional Category 3 checklist will be required for the Category 3 races. Checklists from other organisations may also be accepted if they are current, completed to the appropriate race category, comprehensive and based on the World Sailing Offshore Special Regulations.

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

6.3.3. A completed **CHECKLIST** signed by the owner/person in charge shall be retained on board and a copy shall be sent to the EAORA Principal Race Officer prior to the first EAORA race of the current racing season in which the yacht competes. Failure to send a copy of the Safety Checklist to the EAORA PRO may mean that no result is given for the race.

6.3.4. **Exceptional Weather Conditions** – The Race Committee may change the category of a race at any time before the start – or they may require additional safety measures to be observed such as the carrying of a Liferaft on a category 4 race.

Changes at short notice will only be made in exceptional circumstances where the likely alternative course of action is to abandon the race and the race committee will make every effort to communicate changes to competitors in sufficient time for them to be able to comply.

6.4. **AIS TRANSPONDERS** shall be fitted on all vessels in OSR Category 3 races

AIS Transponders are recommended for all OSR Category 4 races.

Competitors shall use their best endeavours to ensure that their AIS Transponder is switched on (i.e. transmitting and receiving) at all times when racing. A boat's AIS must transmit: the boat's MMSI number, current racing name, the speed and course over the ground. See OSR 3.29.13.

6.5. **Personal AIS / EPIRBs** – are recommended for all crews.

For Two Handed entries a Personal AIS **or** a Personal EPIRB is required to be worn by all crew at all times when on deck.

6.6. **STABILITY AND SAFETY INDICES** In accordance with OSR 3.04.3 the EAORA 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.

6.6.1. All Boats entering EAORA races must comply with the "SSI", Stability and Safety Indices (Base Minimum of 15 offshore, 10 inshore) or STIX rating (Minimum of 23 offshore, 14 inshore) for each race.

7. ELIGIBILITY – COMPETITORS

- 7.1. **SHORESIDE CONTACT** For all EAORA races the entrant shall nominate a Shoreside Contact. This person must be available on the phone number(s) supplied to EAORA throughout the race and shall not be a Competitor. In an emergency EAORA 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. A Shoreside Contact form is available on the EAORA Website.
- 7.2. For **RORC races**, entrants must comply with RORC Crew list requirements as detailed in the RORC Notice of race.
- 7.3. **FIRST AID REQUIREMENT** There are requirements for First Aid training in all Categories of Race. See OSR 6.04 and 6.05.

8. RACE ENTRY

- 8.1. **Entries are open** to yachts who, at the time of the race:
 - 8.1.1. belong to, or are under charter to, a member of an EAORA Member Club.
 - 8.1.2. carry a valid, current IRC or MOCRA certificate.
- 8.2. **RACE ENTRY** shall be made by completing the entry form on the EAORA web site which will be electronically transferred to the Organising Authority.
 - 8.2.1. For some races an entry form on the Organising Authority's system will **also** need completing (e.g. RORC for the North Sea Race, Royal Temple Yacht Club for the Round The Goodwins and Burnham Week for the Houghton Cup).
- 8.3. The **ENTRY FEE** will be given in the NoR Part2 for each race. Payment should be made by electronic bank transfer to the sort code/account details given in the NoR Part 2. Exceptionally, payment may also be made by cheque, made payable to the Organising Authority.
 - 8.3.1. Full payment for each race shall be made before the closing date for entries.
- 8.4. **LATE ENTRIES** will be accepted at the discretion of the Organizing Authority for individual races.
- 8.5. **CANCELLATIONS AND REFUNDS**
 - 8.5.1. If entrants decide at a later time not to participate in the race, they should notify the Organising Authority as soon as possible. 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.
 - 8.5.2. If the Person in Charge fails to notify the Organising Authority 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 account used for payment.
 - 8.5.3. For payments made by other means, refunds will be made against a written claim that must be received no later than 30th September following the last race of the Season.
- 8.6. **REGISTER PARTICIPATION** - Prior to the first warning signal at the start of each race, yachts shall register their participation by passing close to the Principal Committee vessel and make themselves known to the Race Committee, giving details of the number of crew, and receive an acknowledgement before starting.
 - 8.6.1. Failure to correctly register with the committee vessel or the failure to provide a shoreside contact are potential grounds for disqualification at the Race Committee's discretion.
- 8.7. **LATE STARTING** - A yacht starting late shall inform the race committee of the intention to race but any yacht coming to the start area later than 60 minutes after her starting signal will be scored Did Not Start (DNS).
 - 8.7.1. When a yacht is late starting, she may use her engine or be towed after her preparatory signal to reach the starting area provided that she:
 - 8.7.2. stops her engine or drops her tow as appropriate, and then makes a one turn penalty before crossing the start line;
 - 8.7.3. does not start until at least 5 minutes after her starting signal;
 - 8.7.4. reports this on her declaration. (This changes rules 41, Outside Help and 42, Propulsion).

- 8.8. **RETIREMENT** - a yacht that does not start after reporting to the Race Committee at the start, or which retires before finishing, shall inform the Race Committee by whatever available means, including VHF radio, as soon as possible, and receive an acknowledgement, failing which she shall inform the coastguard.

9. COURSES & FINISHS

- 9.1. **COURSE OPTIONS** – Courses to be sailed for each race will be outlined in the notice of race part 2 and published in detail in the Sailing Instructions. Courses will be accurate at the time of going to press.
- 9.2. **TIME LIMITS** -There is no Time Limit for any race, but the Race Committee may shorten the course at any mark when it sees fit. When a race is not shortened, this is not grounds for redress under RRS 61, Redress.
- 9.3. **CHANGE OF COURSE** - RRS 33 is changed as follows. The race committee, during a race may change the course at any rounding mark by either of the following methods:
- 9.3.1. A committee vessel stationed near the mark will fly flag “C”, make repetitive sound signals, and announce on the specified VHF radio channel the course to be sailed thereafter.
- 9.3.2. The Race Officer will announce a course change using the specified VHF channel and will confirm acknowledgement of that change with each yacht taking part in the race. The Race Officer may ask competitors to relay changes & confirmations to other yachts when VHF range is limited.
- 9.4. **MARK NOT SEEN** - When a mark is not seen when passed, a yacht shall make and retain the most accurate record possible of her course and position.
- 9.5. **USE OF ENGINE** – When a yacht uses its engine to avoid collision or in a grave emergency the facts must be reported on her declaration. The Race Committee may apply a scoring penalty of 10% (minimum 1 place) (RRS 44.3 (c) and paragraph 11.2) except when the yacht shows that the circumstances which lead to the use of her engine were entirely outside her control when the penalty may be waived. However, if the incident results in a protest from another competitor or the Race Committee, then the Protest Committee after a hearing may impose a penalty, or disqualify the yacht, when it judges significant advantage was gained.
- 9.6. **TEMPORARY DISCONTINUANCE OF RACING:**
- 9.6.1. After a yacht starts she may, without penalty, moor or berth alongside any fixed, anchored or made fast object for the purpose of taking shelter, disembarking crew who shall take no further part in the race, or attempting repairs entirely from her own resources. Mechanical propulsion may be employed for no longer than five minutes each for the purpose of berthing and departure from any temporary berth, upon departure she shall return to the spot where she began to use her engine. However, crew intending to continue racing shall not go ashore other than solely for the purpose of mooring.
- 9.6.2. A yacht availing herself of this privilege shall not seek or accept outside assistance.
- 9.6.3. It is prohibited for any work to be done off the boat including that by any person on a pontoon, dock or tender etc., other than a tender carried by the yacht when racing.
- 9.6.4. A log or account of all relevant activities during a yacht’s discontinuance of racing shall be submitted to the Race Committee within the time limit for lodgement of protests as a part of the race declaration.
- 9.6.5. This changes RRS 45 and 48.2.
- 9.7. **NIGHTTIME FINISHES** - When a yacht finishes at a time when she is required to display navigation lights, she shall identify herself by radio to the Race Committee as prescribed in the Sailing Instructions, prior to finishing or as soon as possible afterwards. A Committee Vessel on station may show an all-round white light.
- 9.8. **COMMITTEE BOAT NOT ON STATION** - If a Committee Vessel is not on station at the finish line, Competitors shall record their own finish time and the position of yachts ahead and astern of them if known. The recorded time and timepiece must be presented to the race committee as soon as possible after finishing.
- 9.9. **COURSES** - The race committee may set a course that does not permit boats to sail a rhumb line course between marks. This shall not be grounds for redress. This changes RRS 61.

10. AREAS THAT ARE OBSTRUCTIONS

The following areas are designated as obstructions, and boats shall not enter them:

- 10.1. All Traffic Separation Schemes are Obstructions, except where a course is set that requires a TSS to be crossed.
 - 10.1.1. Where a course is set that requires a TSS to be crossed RRS 56.2 applies to that TSS. (The full provisions of IRPCAS rule 10 apply).
 - 10.1.2. For all other TSS, Appendix TS, Version 2 Section B applies. This modifies RRS 56.2.
- 10.2. Any area prohibited for navigation, such as nature reserves, bird or sea life sanctuaries, is an obstruction.
- 10.3. Oil and Gas fields, production platforms and associated structures, including tanker moorings, storage tankers and platforms on pipelines. Technical installations generally exhibit Morse code "U" lights (2 FL & 1 LFL), Aircraft Obstruction lights, and audible fog signals.
 - 10.3.1. Navigation is prohibited within 500 metres of all such structures, including storage tankers which can swing about their moorings. Vessels manoeuvring in the vicinity of platforms and moorings should be given a wide berth.
- 10.4. Wind farms under construction are generally prohibited for navigation, whereas completed farms may be navigable if a distance of 500 m to any individual installation can be maintained safely. Care should be taken to ensure that AIS is operable and a constant radio watch on VHF Ch 16 is maintained.
- 10.5. Any area reported as prohibited for navigation in Notices to Mariners is an obstruction. Boats shall comply when instructed to avoid areas by local authorities such as naval, law enforcement or technical installation guard units.

11. PROTESTS & PENALTIES

- 11.1. **TAKING A PENALTY (RRS 44)** Unless changed by the Sailing Instructions, the penalty for breaking a rule of RRS Part 2 shall be a Two Turns Penalty as permitted and described in RRS 44.1 & RRS 44.2.

When the right-of way rules of IRPCAS apply (between the hours of local sunset and local sunrise), the penalty for a breach shall be a time penalty in accordance with paragraph 11.3. Penalties shall be 10 minutes added to a boat's corrected time. A time penalty shall be declared on the boats Declaration Form and the Race Committee notified at the finish. This amends RRS 44.1.
- 11.2. **SCORING PENALTIES** – the number of places for a scoring penalty is calculated as 20% of the number of starters + 1 rounded to the nearest whole number (0.5 rounded upwards) with a minimum penalty of 1 place and a maximum such that no boat's score shall be worse than DNF. This amends RRS 44.3.
- 11.3. **TIME PENALTIES** – a time penalty shall be defined as an adjustment to the boat's corrected time. This adds to RRS 44.
- 11.4. **PENALTIES FOR INFRINGEMENTS OF OTHER RULES** Penalties for infringements of other rules will be detailed in the Sailing Instructions and maybe less than disqualification.
- 11.5. **TIME LIMIT FOR LODGING A PROTEST** or a Request for Redress is 3 hours after the protesting/requesting yacht finishes. The protesting/redress seeking yacht shall notify the race committee by whatever means possible and receive an acknowledgement.
- 11.6. The time limit for lodging a Protest by the Race Committee is 3 hours after the last Yacht taking part in the race finishes or 3 hours after the Committee Vessel berths whichever is the longer. The Race Committee shall notify the Principal Race Office by whatever means possible and receive an acknowledgement.

12. COMMUNICATION

- 12.1. **THE ONLINE OFFICIAL NOTICE BOARD** is located on the EAORA Website. <https://www.eaora.org.uk>
- 12.2. **VHF RADIO** - All boats shall carry a VHF radio capable of communicating on marine Channels: 16, 67, 72, 77, 37a/M1
 - 12.2.1. The Race Committee (call sign "Offshore One") may use VHF radio for all communications with competitors on the water to give instructions or to provide information. VHF Channel 72 will be used unless otherwise stated in Sailing Instructions. The service is not guaranteed except when

giving course details. Yachts shall not transmit except as required by Sailing Instructions or in an emergency.

- 12.2.2. VHF radio monitoring - All competitors should monitor the relevant VHF radio channels, in the racing area, always during the race and as appropriate before and after each race.
 - 12.2.3. 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.”
 - 12.2.4. 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.
 - 12.2.5. All competitors should monitor the relevant VTS channels when navigating in areas with commercial shipping controlled by VTS.
- 12.3. **IN SEVERE OR VERY LIGHT WEATHER**, a yacht shall endeavour to:
- 12.3.1. report the position and status of herself and other yachts of which she is aware, at regular intervals to the Race Committee or the Coast Guard as appropriate.
 - 12.3.2. keep a continuous dual watch on channel 16 and the specified race channel if possible.
 - 12.3.3. repeat messages from other yachts when equipped to do so.

13. RACE ENTRY DECLARATIONS

- 13.1. **THE PERSON IN CHARGE** for each race shall agree to the terms of the declaration below using the online entry system.
- 13.1.1. 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 EAORA, organising clubs, 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 World Sailing Special Regulation 1.02 and I have read and understand and where appropriate agree to be bound by EAORA NoR Part 1 section 4, Responsibility. Before racing I will affect adequate and suitable insurance. Before racing I will ensure that my crew is aware of:
- 13.1.1.1. the undertaking in this Declaration
 - 13.1.1.2. the importance of effecting appropriate personal insurance
 - 13.1.1.3. their responsibility in rules observance, and in particular RRS 1.2 (wearing personal floatation devices adequate for the conditions).
- 13.2. 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.
- 13.3. 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.

14. INSURANCE

- 14.1. Each participating boat shall be adequately and suitably insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent before racing.

15. FINISH DECLARATIONS

- 15.1. Finishing declarations shall be made by text, WhatsApp, email or paper using the form available from the EAORA Website and shall be lodged with the Organising Authority as soon as possible, and not later than 72 hours, after finishing. Except where the yacht is required to take its own finish time, then the declaration must be made within 1 hour of finishing.
- 15.2. The declaration must include the following information: Race name, Yacht Name, Sail Number, Race finish date and time, Yacht finishing ahead (where known), Yacht finishing astern (where known) and the method of time recording. The Organising Authority contact details will be published in the Sailing Instructions. Finish times shall be expressed in GMT/BST as appropriate.
- 15.3. Failure to submit a declaration may at the Organising Authority's discretion result in future entries not being accepted.

16. SCORING

- 16.1. Points for class & overall results will be based on a yacht's finishing position and calculated using the World Sailing Bonus Scoring System as follows:

Place	Points	Place	Points	Place	Points	Place	Points	Place	Points	Place	Points	Place	Points
1	0	2	3	3	5.7	4	8	5	10	6	11.7	7	13

- 16.2. 8th place and onward will receive 1 additional point.
- 16.3. Rule RRS A5.3 applies.
 - 16.3.1. Did Not Compete - yachts classified as DNC or DSQ (disqualified) shall be scored points for the finishing place one more than the number of yachts entered in the series. This modifies RRS A5.3.
 - 16.3.2. Did Not Finish - yachts classified as DNF, DNS or retired after finishing (RTD) shall be scored points for the finishing place one more than the number of yachts that started the race. To be recorded as Did Not Start (DNS) the yacht shall have complied with section 8. Otherwise the yacht will be recorded as Did Not Compete (DNC).
- 16.4. Recasting Results – in races run and scored by 3rd parties – the results shall be recast (re-scored) to include only those yachts which have also entered on the EAORA system for that race.
 - 16.4.1. Races in the 2025 season where the results will be recast are the RORC North Sea Race, the Round The Goodwins race and the Burnham Week Town Cup / Houghton Cup. EAORA Competitors are required to enter on both the organisers entry system and that of EAORA.
- 16.5. Scoring for the **Interclub Championship** will be on an individual event basis where the points awarded for the overall recast results (see 16.4) will be used. Each Club's scores will be the aggregate of the scores from their two highest overall placed yachts in each recast race.
- 16.6. EAORA Offshore Regatta
 - 16.6.1. The EAORA Offshore Regatta running from Thursday 26th June Sunday 29th June will be scored as two independent series – The “Long Series” comprising the RORC East Coast Race, Cannon Ball and Walker Challenge. The “Short Series” comprising the EAORA Amazon Cup Race, Cannon Ball and Walker Challenge.
 - 16.6.2. The RORC East Coast Race, Cannon Ball and Walker Challenge will each count for EAORA Season points.
 - 16.6.3. The EAORA Amazon Cup Race will **not** count for EAORA Season Points.
 - 16.6.4. Trophies will be awarded for both the Long and the Short series.
- 16.7. **Tie Break** - if there is a tie of total points between two or more yachts, the tie shall be broken using RRS A8

16.8. **Races to Count/Discards** - a Yacht may count her best scores as follows:

SERIES	RACES	TO COUNT	DISCARDS
OVERALL EAORA (IRC)	12	7	5
OVERALL EAORA (MOCRA)	11	6	5
YOUTH PROGRAMME	12	7	5

Should any race not be scored then the number of discards shall be reduced by the number of races not scored. For example, should there only be 11 IRC races scored there shall be 4 discards, should there be 10 races scored then there shall be 3 discards etc.

This modifies RRS A2.1

The minimum number of races to constitute a series shall be 5 for the overall EAORA and Youth series.

For the EAORA Offshore Regatta (both the Long & Short series) all races to count.

16.9. **RESULTS** will be given and displayed by the Organising Authority as soon as possible after the finish of each race. The Organising Authority will send a copy of the results to the EAORA Principal Race Officer or Secretary using whatever means is convenient. Individual race and overall results will be published on the EAORA web site as soon as possible following the race(s).

17. TROPHIES AND PRIZES

- 17.1. The interpretation of the terms of award for all trophies and prizes will be made by the EAORA 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.
- 17.2. 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), EAORA 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.
- 17.3. The **INTERCLUB CHAMPIONSHIP** will be awarded annually to the Member Club with the lowest Interclub Championship points scored during the Season in the IRC classes. A yacht shall race for only one club during the season for the purpose of this competition. Should a yacht change hands during the season this rule may be waived provided that the new owner notifies the EAORA Committee of the date of the change. Where a yacht is jointly owned by two or more members of different Member Yacht Clubs, they shall nominate in writing to the Committee of EAORA the club for which the yacht shall race in each event, before the start of the first race of the season. No changes shall be made thereafter.
- 17.4. The **CLASS & OVERALL TROPHIES** for the EAORA Series:
- 17.4.1. Overall Champion (IRC) – Blackwater Cup
 - 17.4.2. Class 1 Champion – Carmen Cup
 - 17.4.3. Class 2 Champion – Barnard Cup
 - 17.4.4. Class 3 Champion – Gunfleet Cup
 - 17.4.5. MOCRA Class Champion - Neptunus Cup
 - 17.4.6. One Design/Class Trophies - classes that have three or more yachts who compete in at least the required number of races to count for that Series.
 - 17.4.7. The Star Trophy will be awarded at the Committee's discretion for the most meritorious unrewarded performance or service by a yacht or individual during the season.
 - 17.4.8. Red Dragon Trophy will be awarded to the winning team in the RORC East Coast Race. The lowest scoring two yachts from each Club to finish count as a team.
 - 17.4.9. The Libya Cup will be awarded to the yacht scoring the lowest points with no discards, all races must be started.

- 17.4.10. The MYC David Cole Memorial Trophy will be awarded by MYC to the yacht scoring the lowest combined points with no discard in the Graham Wallis Trophy race and the Cannon Ball race.
- 17.4.11. The RBYC David Geaves Trophy will be awarded by the RBYC to the yacht who has completed the most race miles, in finished races, in RORC, EAORA and the RBYC Williwaw Trophy.
- 17.4.12. The WMYC Colonel's Trophy will be awarded by the WMYC to the Yacht who has scored the lowest combined points in the Pattinson Cup Race and the Buckley Goblets Race.
- 17.4.13. The Nore Command Trophy will be awarded by MYC to the Yacht Club team scoring the lowest combined points in EAORA Week, 3 races and no discards (East Coast Race, Cannonball Trophy & EAORA Week Inshore Regatta). The lowest scoring two yachts from each Club to finish count as a team.
- 17.4.14. The Navigators Cup will be awarded to the most meritorious navigator as nominated by Yacht skippers and chosen by the EAORA Committee.
- 17.4.15. The Single/Two-Handed Cup will be awarded for the yacht scoring the lowest points sailing with two persons onboard in compliance with the IRC rule 8.2.1.
- 17.4.16. The Payne-James Youth Cup will be presented to the EAORA top Cadet of the Year.
- 17.4.17. The Charlie Mills Memorial Trophy will be presented to the best overall EAORA yacht finishing the annual RORC North Sea Race.
- 17.4.18. The County Standard Salver will be presented to the overall winner of EAORA Offshore Regatta Long Series.
- 17.4.19. The Millennium Trophy will be presented to the winner of Class 1 of EAORA Offshore Regatta Long Series.
- 17.4.20. The Ailish Trophy will be presented to the winner of Class 2 of EAORA Offshore Regatta Long Series.
- 17.4.21. The Secretary's Plate will be presented to the winner of Class 3 of EAORA Offshore Regatta Long Series.
- 17.4.22. The Graham & Mike Wallis Trophy will be presented to the overall winner of EAORA Offshore Regatta Short Series.
- 17.4.23. The Silver Cigarette Box may be presented as agreed by the EAORA Committee.
- 17.5. The **INDIVIDUAL CLUB TROPHIES** given for each race are the responsibility of the individual member club and will typically be retained within the club if appropriate. This may be for reasons of value or history of the trophy and each club will decide its own policy.

END OF NOTICE OF RACE PART 1

SEE NOTICE OF RACE PART 2 FOR INDIVIDUAL RACE DETAILS