
IRC RECORDS.COM RULES 2021

1. GENERAL

These rules shall enable IRC – Corrected Time based record attempts to be made and ratified in any part of the world. New, ratified IRCRecords™ may attract a prize or trophy from time to time. The details of which shall be listed in the Course Instruction for a Record Course.

The official language of IRCRecords™ is English.

A record shall stand until it has been reduced by one minute of corrected time.

The ratification of all attempt submissions shall be considered in order of their attempt finish time.

IRCRecords™ cannot accept any responsibility for personal injury or loss of life, damage or loss of property arising from any attempt.

It is the sole and inescapable responsibility of the skipper of the vessel to decide whether to start or to continue the attempt.

2. IRC RECORDS™

IRCRecords™ will be held anywhere in the world by the skipper and vessel that establish the shortest corrected time using a valid IRC Certificate, which is ratified in accordance with these rules.

3. COURSES

Approved Courses shall be published on IRCRecords.com, which shall detail start line, finish line, and any passing or rounding marks. Courses, may be traditional passages, historic race courses, or other courses of sporting or cultural significance or interest.

Suggestions for new courses, shall be made on IRCRecords.com. The decision to approve a new Record course shall be at the sole discretion of IRCRecords™, and there shall be no appeal. Courses of new or established races may be approved as a course.

4. TRACKING LOGGING & TIMING

Tracking by the YB3 Pro Tracker is required by IRCRecords™, any claim for a record will be based on the data provided by this tracker, using the position data from the log file and the live transmitted positions.

The elapsed time shall be from the time between the position log record immediately prior to crossing the start line, and the positing log record immediately after crossing the finish line. Interpolation between log reports will not be used

Attempters shall also submit their start and finish time from their onboard equipment which shall be submitted on the 'Attempt Declaration' form.

5. CORRECTED TIME CALCULATION

The IRCRecord™ time is the elapsed time of the record passage multiplied by the IRC Rating TCC value of the vessel.

$$\text{Elapsed Time} \times \text{TCC} = \text{IRCRecord}^{\text{TM}} \text{ Corrected Time}$$

The lowest IRCRecord™ Corrected Time shall be the current Record Time for the Course

6. MARGINS

A new Record will only be ratified if the new time is more than 60 seconds lower than the existing record

7. MANUAL POWER

A vessel shall use only the power systems declared on their IRC certificate. Autopilots are permitted (IRC Rule 15.1)

8. MEASUREMENT

A Vessel shall attempt an IRCRecord™ course in the measurement condition specified by her current IRC certificate, including the number of sails onboard.

9. MEANS OF PROPULSION

A yacht shall sail by using only the wind and water to increase, maintain or decrease her speed

10. CREW

The maximum crew number shall be that listed on the IRC Certificate, all crew names shall be declared on the finish declaration. If attempting a two-handed record, only two human crew members shall be onboard for the duration of the record attempt.

11. CATEGORIES

IRCRecords™ will be ratified in two categories, Crewed, and Two-Handed for each approved Course

12. NOTICE OF INTENTION TO ATTEMPT AN IRCRECORD™

An entry shall be made online at IRCRecords.com where a declaration of intent shall be made, and the applicable fee paid (See IRCRecords.com for Attempt Fee). The attempt shall start within 14 days, and multiple starts at the same course may be made within those 14 days. Upon intent being accepted, the attempter shall share his/her YBTracking URL with IRCRecords™, the vessel will then be free to start their Record Attempt.

13. OUTSIDE ASSISTANCE

An attempt may receive routing advice, and weather data from off the boat, this may be in the form of an automated service of standard data, or bespoke information provided by an individual or company. Technical assistance by phone is allowed. Stopping to make a repair is allowed, and details including any use of engine to enter and depart an anchorage shall

be declared as part of the record submission. Stops for resupply are not permitted.

14. RATIFICATION OF AN IRCRECORD™

After finishing the approved course, the skipper shall complete and all crew members shall sign an 'Attempt Declaration' form, which details the evidence of start and finish times. Full details of the Attempt Declaration form can be found at IRCRecords.com

Non completion of the 'Attempt Declaration' form shall be considered as 'abandoned' for the purposes of the course attempt history.

Subject to the evidence in the finish declaration, any new Record will be ratified as a record-breaking time. The new IRCRecord™ will be added to the roster online and an embossed certificate will be issued. At extra cost, copies of the embossed and signed certificate can be produced for the crew.

Pending the official ratification of a Record by IRCRecords™, the skipper, sponsor, builder, designer or any other interested parties shall not cause a record to be published or news circulated without the words "Subject to official ratification by IRCRecords™". Any breaches of this condition may lead to non-ratification of the claimed record.

Unsuccessful Record Attempts shall be referred to as IRCRecord™ Attempts, and recorded at IRCrecords.com

15. INTERPRETATION

In the case of any dispute of any of the above rules, the decision of IRCRecords™ shall be final

16. NAVIGATION

Any type of navigation equipment is allowed, and any type of information or advice transmitted to or from the vessel is allowed. However, the vessel must be sailed by the crew, without any element of physical 'remote control'.

17. EMERGENCIES

An engine may be used to recover a man overboard, to render assistance or in any other grave emergency, in which case full details must be recorded in the vessel's log and disclosed to IRCRecords™. The use of an engine may not void the attempt.

18. SAFETY RULES

It is not within the province of these rules to set safety standards. However, all vessels making attempts must comply with the appropriate safety standards enforced by International Maritime Law and by their country of origin or registration, and of any race or trophy in which they may be competing, and by the country in which home waters they are sailing.

Competitors are reminded of their responsibility to take account of local Notice to Mariners and should be particularly aware of Precautionary Areas

Skippers are reminded of their obligation to keep clear of merchant shipping using restricted channels and to adhere to COLREGS at all times

Interpretation: This rule is considered infringed when the rule or regulation authority penalises the vessel for the infringement of one of the rules or regulations they monitor.

19. AIS

Where fitted all boats are required to have their AIS transceivers switched on and able to transmit and receive throughout their record attempt

A boat's AIS must transmit: the boat's MMSI number

Nothing shall be done to inhibit AIS transmissions

Boats unable to meet these requirements shall submit comprehensive details of the reason on their record crew declaration and may be subject to a failed attempt. The penalty for breaking this rule is at the discretion of the IRCRecords™ ratification committee

20. RESPONSIBILITY

A boat is entirely responsible for her own safety, whether afloat or ashore and nothing, whether in these rules or the Course instructions or anywhere else, reduces this responsibility.

It is for the boat to decide whether she is fit to sail in the conditions in which she finds herself. By going to sea the boat confirms that she is fit for those conditions and her crew is competent to sail and compete in them.

Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury however it may have occurred, as a result of taking part in a Record Attempt. The 'Organisers' encompasses everyone helping to run the Record Attempt and includes the organising authority, record committee, record officer and the starting and finishing officials.

The provision of patrol boats do not relieve the boat of her responsibilities

The boat is responsible to ensure that she is equipped and seaworthy so as to be able to face extremes of weather; and that the safety equipment is properly maintained, stowed and in date and that the crew know how to use it.

21. INSURANCE

Each participating boat shall be insured with a valid third-party liability insurance with a minimum cover of not less than £2,000,000 Sterling.

ADDENDUM

IRCRecord™ - Race Record

With so many of the world's great races being run under IRC it is possible that a fleet race shall form a record course. (rather than an individual vessel making an attempt)

In the case that a race course is submitted and subsequently approved, the fastest IRC Corrected Time as officially recorded and calculated by the race committee of that race, shall provide sufficient evidence of a record time.

Up to 3 months after the date of the start of such a race on an approved course, a vessel may submit a request for ratification of an IRCRecord™. They shall do this by paying the appropriate fee, and providing any data that IRCRecords™ may need to formally ratify the Record. The new IRCRecord™ will be added to the online roster and an embossed certificate will be issued.

Tracking equipment

All IRCRecord™ Attempts require vessels to carry a YB Tracker. The YB3 Professional Tracker frequently shows the position, speed and course over the ground. Start and Finish time, along with record course data will be derived from the Data Logging file. Links will be posted by IRCRecords.com for attempts in progress and promoted using social media.