



## **RYS Bicentenary International Regatta - July 2015**

### **A guide to crew classification requirements and yacht rating/length restrictions**

#### Introduction

The Bicentenary International Regatta has three main elements and an additional single race element, the Race Around the Island (RATI), in which yachts not qualifying for the Bicentenary Regatta may enter. This short update focuses on the three main elements only, but the description of the requirements for the IRC event will give a good guide for the RATI.

#### Team Racing event

This is an all-Group 1 event, for two boat teams of three racing in J70s supplied by the RYS. Crews shall be 30 or under and be of mixed gender, with any replacements during the series being of an age and gender that abides by the qualifications above.

#### Level Rating event

This, too, is an all-Group 1 event, but the crew classifications are slightly different from the Team Racing event, in that the total crew weight shall not exceed 850 KG and one member of the crew shall be female and one shall be 25 or under - and they cannot be the same person! The substitution rules apply as above, in that these crew classifications still abide.

#### IRC event

This is the most complex in terms of qualifications. What we set out to achieve as the Organising Authority was a competitive regatta in international terms, but one that recognised the spirit of the celebration of the Squadron's bicentenary, with all the social razzamatazz that should attend such a celebration! We wanted our fellow clubs to bring their members along to help us mark this great occasion and initially set the crew classification limits with that in mind! However, it soon became apparent that our original limits on Group 3 sailors in some of the larger yachts were unrealistic, not least on safety grounds and, as a result we have made some changes as follows:

- a) For any yacht of 60 feet Hull Length (LH) or more yachts may have as many Group 3 sailors as required to sail safely. We want the owners/charterers to helm the yachts wherever possible, but recognise that there will be occasions, for safety (and possibly insurance) purposes, when the professional skipper must take over.
- b) If a 60+ LH foot yacht does have more than the originally prescribed ratio of Group 3 to Group 1 sailors (2/3 Group 3, 1/3 Group 1), then she may not be part of the two yacht inter-club team for that separate trophy.
- c) We recognise, further, that there may be smaller yachts that need more than the currently prescribed ratio of Group 1/Group 3 sailors (we believe only a very few) and the OA will give a judgment on these on a case-by-case basis on request. The same restriction about inclusion in the team trophy apply.
- d) We also recognised that the early limits on IRC ratings and minimal length may have been too restrictive and have relaxed these too. Now, if a modern yacht has a rating of 1.050 but is less than the current 40 foot lower LH measurement, she may still enter. If a yacht is deemed by the OA to be a classic, or a yacht with special historic interest, she may enter so long as her IRC rating is higher than 0.900 and the LH is close to 40 feet.

### Prizes

In order to promote our original concept of Group 1 and Group 3 ratios the Organising Authority will present a "Corinthian Trophy" to the best placed yacht of over 60 feet hull length that has a crew ratio that does not exceed one third Group 1 and two thirds Group 3 sailors.

### Postscript

Please remember that, under ISAF rules, **all sailors are considered to be Group 3 unless they apply for Group 1 status under the current ISAF prescriptions.** We would add that this is easy to acquire, but an application must be made in good time, as all crew classification will be checked at registration.

Full details are published in the Notice of Regatta which can be found [here](#)

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Chairman  
Royal Yacht Squadron Bicentenary International Regatta Committee

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