



**ICRA National Championships**  
**Notes to Competitors relating to Inspections**  
**3<sup>rd</sup> September, 2023 – Guidance Notes**

Please note that the OA will be carrying out **RANDOM** inspections of yachts both ashore and on the water. For yachts in Class 0, 1, 2, 3, 4 & 5, the following may be inspected:

**Boat Equipment Inspection:**

1. Additional equipment inspection may be carried out on board to confirm compliance with the valid IRC certificate and safety requirements. Two people must be available on the boat to assist the Inspector. A crew member may be required to go aloft. Boat inspections carried out ashore will be scheduled for the same times as the sail inspections where possible. Selected boats will be notified in advance if assistance is required.

**Sail Inspection:**

2. Selected boats will be informed in writing by the Event Technical Committee, which sails they will be required to bring for inspection. A minimum of two boat representatives must bring the sails at the appointment time. All sail battens must be removed. A boat representative shall also be available for boat checks.
3. Sail inspection will take place at the Junior Room, HYC. Please liaise with the Inspection Team before bringing sails to the inspection area.
4. Should a boat be selected for Sail Inspection, they will be notified on the morning of either Friday or Saturday mornings before racing. There will be no sail inspections on Sunday.

**Boat Equipment Inspection:**

5. Additional equipment inspection may be carried out on board to confirm compliance with the valid IRC certificate and safety requirements. Two people must be available on the boat to assist the Inspector. A crew member may be required to go aloft. Boat inspections carried out ashore will be scheduled for the same times as the sail inspections where possible. Selected boats will be notified in advance if assistance is required.

**Compliance with IRC Certificates:**

6. If sail measurements; mainsail widths/HLUmax, exceed the data declared on the current IRC certificate by more than 1% or HSA or SPA by 2%, then boats shall be required to re-cut sails to comply with their certificates.

If any rated dimension is found to exceed a maximum value or is less than a minimum value on an IRC certificate (as appropriate, see IRC Rule 8.10) or specific details are incorrect on the boat, and the discrepancy can be easily corrected, the boat shall be required to correct the discrepancy.

If the rated dimension is found to be less than a maximum value or exceeds a minimum value on an IRC certificate (as appropriate, see IRC Rule 8.10), an IRC certificate shall not be reissued.

If an IRC certificate shows erroneous data input by the IRC Rating Authority, a corrected certificate may be issued with the express permission of the Event Technical Committee.

**Safety:**

7. Inspections for compliance with World Sailing Offshore Special Regulations (OSR) Appendix B ([Microsoft Word - 4-OSR2018 AppB 11 12 2020.doc \(sailing.org\)](#)). In addition, the following are also required:
  - 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

**General:**

ICRA/RORC are bringing over scrutineers to ensure that the above is complied with and boats may be disqualified if not in compliance.

However, it is ICRA's preference that all boats are compliant so would urge all competitors to check their boats in advance.

It is likely that inspections in addition to the above will include but not limited to:

- Random check black/white bands on booms and masts
- Random check spinnaker pole lengths
- Random check safety equipment on board
- As a series racing on consecutive days, the same sails need to be carried

Please email any queries to [icranationals@cruiserracing.ie](mailto:icranationals@cruiserracing.ie)