



# 100 YEARS OF RACING 1980 - 1990

1982 – The Royal Ocean Racing Club (RORC) acquired use of the Disrespect on Cowes High Street through an agreement with the Trustees of the adjacent Prospect. The name was coined by Max Aitken, as it once accommodated his crew.

1983 – The RORC Rating Office relocated from No. 7 Station Street, Lymington, to dedicated rented premises in Bath Road, Lymington, overlooking the seawater baths.

1984 – The Channel Handicap System was introduced in collaboration with the Union Nationale du Course au Large.

1985 – Following the tragedy of the Fastnet Race, a design by David Thomas won a competition organised by the RORC and the Royal Thames Yacht Club, resulting in the creation of a yacht capable of enduring challenging offshore racing conditions: the Sigma 38. With 125 units constructed, the Sigma 38 design continues to participate in RORC races.

1988 – A total of 3,000 boats were rated under the Channel Handicap System (CHS) worldwide.

1989 – Great Britain secured its ninth victory in the Admiral's Cup with the teams Jamarella, Juno IV, and Indulgence VII.



1989: Crew of Jamerella with the Admiral's Cup



Champagne Mumm Racing Buoys: Admiral's Cup sponsorship and branding



S&S Sloop Sunstone: A celebrated yacht of this era, known for its remarkable offshore racing record © Beken & Sons

ROYAL OCEAN RACING CLUB

play **SAFE!**

Safety Harness and Lifejacket in an offshore race

A harness and lifejacket 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 visibility is less than 1 nautical mile

play **FAIR!**

**DON'T CHEAT**

Moving ballast and gear to improve performance is **CHEATING** (except water ballast and canting keels when class rules permit).

**IF IN DOUBT ASK**

**RESPONSIBILITY**

Yacht racing can be dangerous. The attention of Persons in Charge is drawn to RRS Fundamental Rule 4: "The responsibility for a boat's decision to participate in a race or to continue racing in hers alone".

The safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is used.

The RORC and other organising clubs accept no responsibility or liability for the loss of life or injury to members or others, or for the loss of, or damage to, any vessel or property.

The person in charge and crew will be held jointly responsible for the conduct of the yacht's crew before, during and after the race. Misconduct may result in both the Person in Charge and crew being excluded from future races and renders a yacht liable to disqualification.

The Race Committee will make starting signals unless in their opinion it is manifestly unsafe for any of the yachts entered to remain in the vicinity of the starting line. Each yacht shall exercise her responsibility under RRS Fundamental Rule 4 and decide whether or not to start or to continue to race.

SIGNED BY  
PERSON IN CHARGE:

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Circa 1980: Introduction of the "RORC Play Safe" initiative, emphasising safety and fair racing

Ocean Racing World Championship

CHAMPAGNE MUMM  
WORLD CUP

Rules  
1989-1991

RORC. RHORC. CYCA. YCCS

1989-1991: Champagne Mumm World Cup in partnership with RHOC, CYCA, and YCCS

WORLD CLASS

COWES 1989  
Racing between  
Thursday 27th July  
& Fri 14th August inclusive  
R.O.R.C. R.Y.S.  
Janet Grosvenor  
R.O.R.C., 20 St James's Place  
LONDON SW1A 1HN  
Tel: 01 493 2248  
Fax: 01 493 9252

The Admiral's Cup  
& Champagne Mumm

The Golden Age: The Admiral's Cup reaches its peak, as the unofficial "World Cup" of Offshore Racing

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