**Extract for Race Category 0 Monohulls**
**JANUARY 2022 - DECEMBER 2023**

© ORC Ltd. 2002, amendments 2003-2022 © World Sailing Limited
*Version 0.8 - 15 February 2022*

**Because this is an extract not all paragraph numbers will be present**

**Copyright**

When reprinting these regulations National Authorities and Race Organizers should:

- request copyright permission from World Sailing and ORC Ltd (normally given free of charge)
- display a copyright acknowledgement with the reprint (similar to © ORC Ltd. 2002, amendments 2003-2022 © World Sailing Limited)
- make any amendments by deleting contrary provisions and indicating that changes have been made
- supply a copy of the reprint to each of World Sailing and ORC Ltd

Official interpretations shall take precedence over these Special Regulations and will be indexed, numbered, dated and displayed on the World Sailing web site https://www.sailing.org/inside-world-sailing/rules-regulations/offshore-special-regulations/

**Language & Abbreviations Used**

Mo - Monohull
Mu - Multihull
** - means the item applies to all types of boat in all Categories except 5 for which see Appendix B or 6 for which see Appendix C.

RED TYPE indicates significant changes in 2022

*Guidance notes and recommendations have been removed from the Regulations and are available on* https://www.sailing.org/inside-world-sailing/rules-regulations/offshore-special-regulations/

*The use of the masculine gender shall be taken to mean either gender*

## Administration

*The Offshore Special Regulation are administered by the World Sailing Special Regulation Sub-Committee whose terms of reference are as follows: (*https://www.sailing.org/inside-world-sailing/rules-regulations/constitution-regulations/*)*

*World Sailing Regulation 6.9.8.3 - The Special Regulations Sub-Committee shall:*

*(a) be responsible for the maintenance, revision and changes to the World Sailing Offshore Special Regulations governing offshore racing, under licence from ORC Ltd. Such changes shall be biennial with revised editions published in January of each even year, except that matters of an urgent nature affecting safety may be dealt with by changes to the Regulations on a shorter time scale;*

*(b) monitor developments in offshore racing relative to the standards of safety and seaworthiness.*

*Any queries please E-Mail:* technical@sailing.org

## SECTION 1 - FUNDAMENTAL AND DEFINITIONS

### 1.01 Purpose and Use

** 1.01.1 The purpose of the Offshore Special Regulations (OSR) is to establish uniform minimum equipment, accommodation and training standards for monohull and multihull (excluding proa) boats racing offshore.

** 1.01.2 The OSR do not replace, but rather supplement, the requirements of governmental authority, Classification Society certification, the Racing Rules of Sailing (RRS), Equipment Rules of Sailing (ERS), class rules and Rating Systems.

** 1.01.3 Use of the OSR does not guarantee total safety of the boat and her crew. Particular attention is drawn to the description of OSRs for inshore racing which includes that adequate shelter and or effective rescue is available all along the course. This is not included in more onerous OSR categories.

### 1.02 Responsibility of Person in Charge

**** 1.02.1 Under RRS 3 the responsibility for a boat's decision to participate in a race or continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his responsibilities in the event of his incapacitation.**

** 1.02.2 Neither the establishment of the OSR, nor their use by Organizing Authorities, nor the inspection of a boat under the OSR in any way limits or reduces the complete and unlimited responsibility of the Person in Charge.

** 1.02.3 By participating in a race conducted under the OSR, the person in charge, each competitor and boat owner agrees to reasonably cooperate with the organizing authority and World Sailing in the development of an independent incident report as specified in 2.02

### 1.03 Definitions, Abbreviations, Word Usage

** 1.03.1 Definitions of Terms used in this document

| Abbreviation | Description |
|---|---|
| # | Pound force (lbf) |
| ABS | American Bureau of Shipping |
| Age Date | Month/year of first launch |
| AIS | Automatic Identification Systems |
| CEN | Comité Européen de Normalisation |
| Coaming | The part of the cockpit, including the transverse after limit, over which water would run when the boat is floating level and the cockpit is filled to overflowing |
| COLREGS | International Regulations for Preventing Collisions at Sea |
| Contained Cockpit | A cockpit where the combined area open aft to the sea is less than 50% maximum cockpit depth x maximum cockpit width |
| CPR | Cardio-Pulmonary Resuscitation |
| Crewmember | Every person on board |
| DSC | Digital Selective Calling |
| EN | European Norm |
| EPIRB | Emergency Position-Indicating Radio Beacon |
| ERS | World Sailing - Equipment Rules of Sailing |
| FA Station | The transverse station at which the upper corner of the transom meets the sheerline. |

| | |
|---|---|
| First Launch | Month & year of first launch of the individual boat |
| Foul-Weather Suit | Clothing designed to keep the wearer dry and may consist of one piece or several |
| GMDSS | Global Maritime Distress & Safety System |
| GNSS | Global Navigation Satellite System |
| GPS | Global Positioning System |
| Hatch | The term hatch includes the entire hatch assembly including the lid or cover as part of that assembly |
| HMPE | High Modulus Polyethylene (Dyneema®/Spectra® or equivalent) |
| IMO | International Maritime Organisation |
| IMSO | The International Mobile Satellite Organisation, the independent, intergovernmental organisation that oversees Inmarsat's performance of its Public Service Obligations for the GMDSS and reports on these to IMO |
| INMARSAT | Inmarsat Global Limited is a private company that provides GMDSS satellite distress and safety communications, plus general communications via voice, fax and data |
| ISAF | International Sailing Federation- (now World Sailing) |
| ISO | International Standard Organization or International Organization for Standardization. |
| ITU | International Telecommunications Union |
| Jackstay | A securely fastened webbing or rope which permits a crewmember to move from one part of the boat to another without having to unclip a safety harness tether. |
| LH | Hull Length as defined by the ERS |
| Lifeline | Rope or wire line rigged as guardrail / guardline around the deck |
| LSA | IMO International Life-Saving Appliance Code |
| LWL | (Length of) loaded waterline |
| Monohull | A boat with one hull |
| Moveable Ballast | Material carried for the sole purpose of increasing weight and/or influencing stability and/or trim and which may be moved transversely but not varied in weight while a boat is racing |
| Multihull | A boat with more than one hull |
| Open Cockpit | A cockpit that is not a Contained Cockpit. |
| ORC | Offshore Racing Congress (formerly Offshore Racing Council) |
| OSR | Offshore Special Regulation(s) |
| Permanently Installed | The item is effectively built-in by e.g. bolting, welding, glassing etc. and may not be removed for or during racing. |
| PLB | Personal Locator Beacon |
| Primary Launch | Month & Year of first launch of the first boat of the production series or first launch of a non-series boat |
| Proa | Asymmetric Catamaran |
| Rode | Rope, chain, or a combination of both, which is used to connect an anchor to the boat. |
| RRS | World Sailing - Racing Rules of Sailing |
| Safety Line | A tether used to connect a safety harness to a strong point |
| SAR | Search and Rescue |
| SART | Search and Rescue Transponder |

| | |
|---|---|
| Securely Fastened | Held strongly in place by a method (e.g. rope lashings, wing-nuts) which will safely retain the fastened object in severe conditions including a 180° capsize and allows for the item to be removed and replaced during racing |
| SOLAS | Safety of Life at Sea Convention |
| SSS | The Safety and Stability Screening numeral |
| Static Ballast | Material carried for the sole purpose of increasing weight and/or to influencing stability and/or trim and which is not moved or varied in weight while a boat is racing |
| Static Safety Line | A safety line (usually shorter than a safety line carried with a harness) kept clipped on at a work-station |
| STIX | ISO 12217-2 Stability Index |
| Variable Ballast | Water carried for the sole purpose of influencing stability and/or trim and which may be varied in weight and/or moved while a boat is racing. |
| Waterline | The water surface when the boat is floating in measurement trim |
| World Sailing | formerly the International Sailing Federation or ISAF |

** 1.03.2 The words "shall" and "must" are mandatory, and "should" and "may" are permissive.

** 1.03.3 The word "yacht" shall be taken as fully interchangeable with the word "boat".

## SECTION 2 - APPLICATION & GENERAL REQUIREMENTS

### 2.01 Categories of Events

** Organizing Authorities shall select from one of the following categories and may modify the OSR to suit local conditions

### 2.01.1 Category 0

MoMu0 Trans-oceanic races, including races which pass through areas in which air or sea temperatures are likely to be less than 5°C (41°F) other than temporarily, where boats must be completely self-sufficient for very extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance

### 2.02 Incident Reporting

** The Organizing Authority of a race will establish whether any incidents occurred, which if reported would be likely to be relevant to evolving the Offshore Special Regulations, the plan review process, or in increasing safety. The Organizing Authority will follow any guidelines issued by World Sailing concerning incident reporting.

### 2.03 Inspection

** A boat may be inspected at any time. If she fails to comply with the OSR her entry may be rejected or she will be subject to protest

### 2.04 General Requirements

** 2.04.1 All equipment required by OSR shall:

** a) function properly

** b) be regularly checked, cleaned and serviced

** c) if it has an expiry date, it will not have exceeded its expiry date whilst racing

** d) when not in use be stowed in conditions in which deterioration is minimised

** e) be readily accessible

** f) be of a type, size and capacity suitable and adequate for the intended use and size of the boat.

** 2.04.2 Heavy items shall be permanently installed or securely fastened

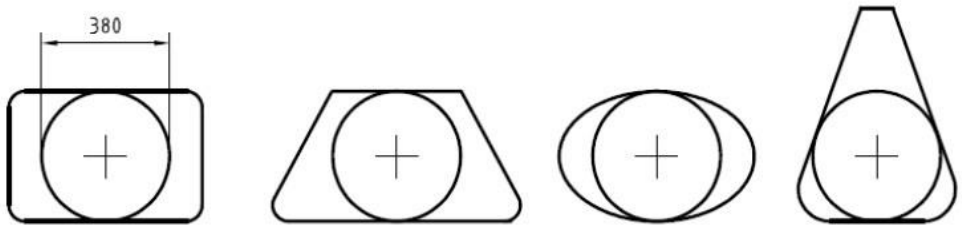
## SECTION 3 - STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

A boat shall be/have:

### 3.01 Strength of Build and Rig

** 3.01.1 Properly rigged, fully seaworthy and shall meet the OSR

| | | |
|---|---|---|
| ** | 3.01.2 | Equipped with shrouds and at least one forestay that shall remain connected to the mast and the boat while racing (not applicable to boats with free-standing masts) |
| ** | 3.01.3 | The forestay referenced above shall be sized and connected in a way that ensures it is capable of withstanding the full sailing loads independent of any headsail luff load capacity |
| | **3.02** | **Watertight and Structural Integrity of a Boat** |
| ** | 3.02.1 | Essentially watertight and all openings shall be capable of being immediately secured. Centreboard, daggerboard trunks and the like shall not open into the interior of a hull except via a watertight maintenance hatch with the opening entirely above the Waterline |
| Mo0,1,2 | 3.02.2 | Effective 1 January 2022: Structural Inspection - Consult the owner's manual for any instructions for keel bolt checking and re-tightening. The following inspection to be conducted by a qualified person externally with the boat out of the water. Check that there are no visible stress cracks particularly around the keel, hull/keel attachment, hull appendages and other stress points, inside the hull, backing plates, bolting arrangements and keel floors. (See Appendix L - Model Keel and Rudder Inspection Procedure) |
| Mo0,1,2 | 3.02.3 | Effective 1 January 2022: Evidence of a structural inspection in accordance with 3.02.2 within 24 months before the start of the race or after a grounding whichever is the later |
| Mo0,1,2,3 | 3.02.4 | Effective 1 January 2022: Inspection after Grounding – an appropriately qualified person shall conduct an internal and external inspection after each unintentional grounding |
| | **3.03** | **Hull Construction Standards (Scantlings)** |
| Mo0,1,2 | 3.03.1 | If a monohull with a Primary Launch after 2009 |
| Mo0,1,2 | a) | less than 24 m (78'-9") LH shall: |
| | i | be designed, built and maintained in accordance with the requirements of ISO 12215 Category A |
| | ii | have a World Sailing / ISAF building plan review certificate issued from a notified body recognized by World Sailing, unless higher classification has been obtained from a Classification Society recognised by World Sailing. World Sailing will publish a list of waived plan review certificates. |
| Mo0,1,2 | b) | 24 m (78'-9") LH and greater shall be designed, built and maintained in accordance with the requirements of a Classification Society recognized by World Sailing |
| Mo0,1,2 | c) | have a Builder's Declaration signed and dated by the builder to confirm the boat is built in accordance with the reviewed plans. In cases when a builder no longer exists, a race organizer or class rules may accept a signed statement by a naval architect or other person familiar with the requirements of above in lieu of the Builder's Declaration, and |
| Mo0,1,2 | d) | have an additional World Sailing/ISAF certificate of building plan review in accordance with a) or b) and c) above for any significant repair of modification to the hull, deck, coachroof, keel or appendages. |
| MoMu0,1,2 | 3.03.2 | A monohull with Primary Launch between 1987 and 2010, and all multihulls, shall have been designed, built, maintained, modified or repaired in accordance with the requirements of: |
| Mo0,1,2 | a) | OSR 3.03.1, or |
| Mo0,1,2 | b) | the ABS Guide for Building and Classing Offshore Yachts and have on board either an ABS certificate of plan approval, or written statements signed by the designer and builder confirming that they have respectively designed and built the boat in accordance with the ABS Guide, or |
| MoMu0,1,2 | c) | the EC Recreational Craft Directive for Category A having obtained the CE mark, or |
| MoMu0,1,2 | d) | ISO 12215 Category A, with written statements signed by the designer and builder confirming that they have respectively designed and built the boat in accordance with the ISO standard, and |

| | | |
|---|---|---|
| MoMu0,1,2 | e) | have written statements or approvals in accordance with a), or b) or c) and d) above for all significant repairs or modifications to the hull, deck, coach roof, keel or appendages, on board, except |
| MoMu0,1,2 | f) | that a race organizer or class rules may accept, when that described in a), b), c), d) or e) above is not available, the signed statement by a naval architect or other person familiar with the standards listed above that the boat fulfils these requirements |
| | **3.04** | **Stability - Monohulls** |
| Mo0,1,2 | 3.04.1 | Able to demonstrate compliance with ISO 12217-2* design category A or higher, either by EC Recreational Craft Directive certification having obtained the CE mark or the designer's declaration |
| Mo0,1,2,3 | | * The latest effective version of ISO 12217-2 should be used unless the boat was already designed to a previous version |
| Mo0,1,2,3 | 3.04.2 | Where compliance in accordance with 3.04.1 cannot be demonstrated, able to demonstrate either: |
| Mo0,1,2 | a) i | a STIX value not less than 32; and |
| Mo0,1,2 | ii | AVS not less than 130 - 0.002*m, but always >= 100°, (where "m" is the mass of the boat in the minimum operating condition as defined by ISO 12217-2); and |
| Mo0,1,2 | iii | a minimum righting energy m*AGZ>172000 (where AGZ is the positive area under the righting lever curve in the minimum operating condition, expressed in kg metre degrees from upright to AVS); or |
| Mo0 | b) | Stability Index in ORC Rating System of not less than 120; or |
| Mo0,1 | c) | IRC SSS Base value of not less than 35 |
| Mo0 | 3.04.3 | Capable of self-righting from an inverted position with or without reasonable intervention from the crew and independent of the condition of the rig |
| | **3.06** | **Exits - Monohulls** |
| Mo0,1,2,3,4 | 3.06.1 | At least two exits if 8.5 m (28') LH and greater and with a Primary Launch after 1994. One exit shall be located forward of the foremost mast except where structural features prevent its installation |
| Mo0,1,2,3,4 | 3.06.2 | The following minimum clear hatch openings if First Launch after 2013: |
| Mo0,1,2,3,4 | a) | a circular hatch with diameter 450 mm (18"); or |
| Mo0,1,2,3,4 | b) | any other shape with minimum dimension of 380 mm (15") and minimum area of 0.18 m² (1.9 ft²) (see figure 1) |
| Mo0,1,2,3,4 | |   |
| | | **Figure 1 - Measurements of Minimum Clear Opening** |
| | **3.08** | **Hatches & Companionways** |
| ** | 3.08.1 | Hatch covers forward of the maximum beam station shall not open toward the interior of the boat, except hatches in the side of a coachroof or ports having an area of less than 0.071 m² (110 in²) |
| ** | 3.08.2 | A hatch, including a hatch over a locker shall be: |
| ** | a) | permanently attached and capable of being firmly shut immediately and remaining firmly shut in a 180° capsize |
| Mo0,1,2,3,4 | b) | above the water when the boat is heeled 90° |
| Mo0,1,2,3,4 | | A boat may have a maximum of two hatches on each side of centerline that do not conform to the requirement in b), provided that the opening of each is less than 0.071² m (110 in²) |
| ** | 3.08.3 | Hatches not conforming with 3.08.1 and 3.08.2 shall be clearly labelled and used in accordance with the following instruction "NOT TO BE OPENED AT SEA" |

| | | |
|---|---|---|
| ** | 3.08.4 | Companionway hatches: |
| ** | a) | fitted with a strong securing arrangement which shall be operable from the exterior and interior even when the boat is inverted |
| ** | b) | blocking devices: |
| ** | i | capable of being retained in position with the hatch open or shut |
| ** | ii | secured to the boat (e.g. by lanyard) for the duration of the race |
| ** | iii | permit exit in the event of inversion |
| Mo0,1,2,3,4 | 3.08.5 | if a monohull with Open Cockpit(s): |
| Mo0,1,2,3,4 | a) | a companionway sill that does not extend below the local sheerline; or |
| Mo0,1,2,3,4 | b) | a companionway in full compliance with ISO 11812 category A |
| Mo0,1,2,3,4 | 3.08.6 | if a monohull with Contained Cockpit(s) where the companionway extends below the local sheerline, panels capable of blocking the companionway up to the level of the local sheerline whilst giving access to the interior. |
| | **3.09** | **Cockpits** |
| ** | 3.09.1 | Cockpits that self-drain quickly by gravity at all angles of heel and are permanently incorporated as an integral part of the boat |
| ** | 3.09.2 | A cockpit sole at least 2% LWL above the waterline (or in IMS boats with First Launch before 2003, at least 2% L above the waterline) |
| ** | 3.09.3 | A bow, lateral, central or stern well is a cockpit for the purposes of OSR 3.09 |
| | **3.09.4** | **Cockpit Volume** |
| ** | | The maximum combined volume below lowest coamings of all contained cockpits shall be: |
| MoMu0,1 | a) | primary launch before April 1992: 6% (LWL x maximum beam x freeboard abreast the cockpit) |
| ** | b) | primary launch after March 1992 as above for the appropriate category except that "lowest coamings" shall not include any aft of the FA station and no extension of a cockpit aft of the working deck shall be included in calculation of cockpit volume |
| | **3.09.5** | **Cockpit Drains** |
| ** | | Cockpit drain cross section area of unobstructed openings (after allowance for screens if fitted) shall be at least that of: |
| ** | a) | 2 x 25 mm (1") diameter or equivalent for a boat less than 8.5 m (28') LH |
| ** | b) | 4 x 20 mm (3/4") diameter or equivalent for a boat 8.5 m (28') LH or greater |
| | **3.10** | **Sea Cocks or Valves** |
| ** | | Permanently installed sea cocks or valves on all through-hull openings below the waterline except for integral deck scuppers and instrument through-hulls |
| | **3.11** | **Sheet Winches** |
| ** | | Sheet winches mounted in such a way that an operator is not required to be substantially below deck |
| | **3.12** | **Mast Step** |
| ** | | The heel of a keel stepped mast securely fastened to the mast step or adjoining structure |
| | **3.13** | **Watertight Bulkheads** |
| Mo0Mu0,1,2,3,4 | 3.13.1 | Either a watertight "crash" bulkhead within 15% of LH from the bow and abaft the forward end of LWL, or permanently installed closed-cell foam buoyancy effectively filling the forward 30% LH of the hull |
| Mo0Mu0,1,2,3,4 | 3.13.2 | Any required watertight bulkhead to be strongly built to take a full head of water pressure without allowing any leakage into the adjacent compartment |
| Mo0 | 3.13.3 | At least two watertight transverse main bulkheads in addition to any bulkheads positioned within the forward and aft 15% of LH |
| Mo0 | 3.13.4 | Outside deck access for inspection and pumping shall be provided to every watertight compartment terminated by a hull section bulkhead, except that deck access to extreme end "crash" compartments is not required |
| Mo0 | 3.13.5 | An access hatch in every required watertight bulkhead (except a "crash" bulkhead). The access hatch shall have means of watertight closure permanently attached to the main panel, or lid, or cover of the hatch. The closure shall not require tools to operate |

**3.14 Pulpits, Stanchions, Lifelines**

** 3.14.1 The perimeter of the deck surrounded by system of lifelines and pulpits as follows:

** a) Continuous lifelines fixed only at (or near) the bow and stern. However a gate on each side of a boat is permitted. Except at its end fittings and at gates, the movement of a lifeline in a fore-and-aft direction shall not be constrained. Temporary sleeving shall not modify tension in the lifeline.

** b) Minimum heights of lifelines and pulpit rails above the working deck and vertical openings:

** i upper: 600 mm (24″)

** ii intermediate: 230 mm (9″)

** iii vertical opening: no greater than 380 mm (15″) except that on a boat with a Primary Launch before 1993 where it shall be no greater than 560 mm (22″)

** c) Lifelines permanently supported at intervals of not more than 2.2 m (7'-2 1/2″) and shall not pass outboard of supporting stanchions

** d) Pulpit and stanchion bases permanently installed with pulpits and stanchions mechanically retained in their bases

** e) The outside of pulpit and stanchion base tubes no further inboard from the edge of the working deck than 5% of maximum beam or 150 mm (6″), whichever is greater, nor further outboard than the edge of the working deck

** f) Stanchions straight and vertical except that:

** i within the first 50 mm (2″) from the deck, stanchions shall not be displaced horizontally from the point at which they emerge from the deck or stanchion base by more than 10 mm (3/8″)

** ii stanchions may be angled to not more than 10° from vertical at any point above 50 mm (2″) from the deck

** g) A bow pulpit may be open provided the opening between the pulpit and any part of the boat does not exceed 360 mm (14″)

**

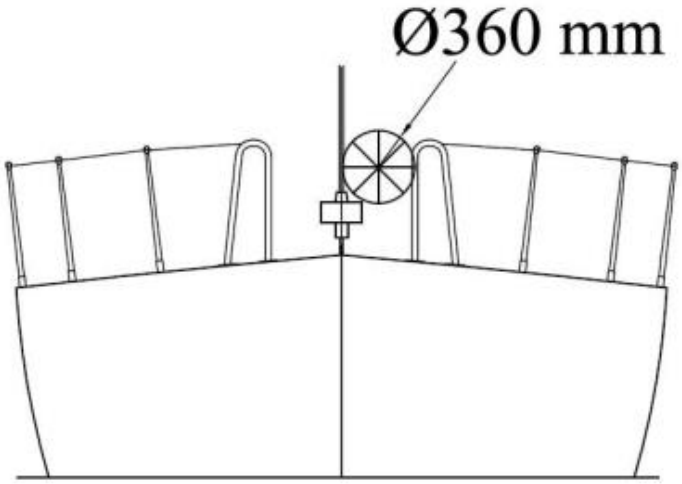



**Figure 2 - Diagram Showing Pulpit Opening**

** h) Lifelines may terminate at or pass through adequately braced stanchions set inside and overlapping the bow pulpit

** i) When a deflecting force of 4 kg (8.8 #) is applied to a lifeline at the mid-point of the longest span between supports that are aft of the mast, the deflection shall not exceed:

** i 50 mm (2″) for an upper or single lifeline

** ii 120 mm (4 ¾″) for an intermediate lifeline

3.14.3 Spare number

3.14.4 Spare number

3,14.5 Spare number

**3.14.6 Lifeline Specifications**

Mo0,1,2,3 a) Lifelines of stranded stainless steel wire

** b) The minimum diameter is specified in table 8 below

| | | |
|---|---|---|
| ** | c) | Stainless steel lifelines shall be uncoated and used without close-fitting sleeving, however, temporary sleeving may be fitted provided it is regularly removed for inspection. |
| ** | d) | A lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm (4”). This lanyard shall be replaced annually |
| ** | e) | All components of the lifeline enclosure system shall have a breaking strength no less than the lifeline |

** Table 8

| LH | Wire Min. lifeline diameter | HMPE rope (Single braid) min. lifeline diameter | HMPE Core (Braid on braid) min. lifeline diameter |
|---|---|---|---|
| under 8.5m (28') | 3mm (1/8") | 4mm (5/32") | 4mm (5/32") |
| 8.5m - 13m | 4mm (5/32") | 5mm (3/16") | 5mm (3/16") |
| over 13m (42' 8") | 5mm (3/16") | 5mm (3/16") | 5mm (3/16") |

**3.17 Toe Rail or Foot - Stop**

Mo0,1,2,3 3.17.1 Permanently installed toe rail of minimum height 25 mm (1”), located as close as practicable to the stanchion bases, around the foredeck from abreast the mast

Mo0,1,2,3 3.17.2 An additional lifeline of between 25-50 mm (1-2”) high is permitted in lieu of a toe rail on a boat with Primary Launch before 1984.

**3.18 Toilet**

MoMu0,1,2 3.18.1 Permanently installed toilet

**3.19 Bunks**

MoMu0 3.19.1 Permanently installed bunk for each crewmember

**3.20 Cooking Facilities**

MoMu0,1,2,3 Permanently installed cooking stove, capable of being operated safely at sea, with fuel shutoff control

**3.21 Drinking Water Tanks & Drinking Water**

**3.21.1 Drinking Water Tanks**

MoMu0 a) Permanently installed delivery pump and water tanks dividing the water supply into at least three compartments

**3.21.2 Drinking Water**

MoMu0 a) Equipment (which may include watermakers and tanks containing water) permanently installed to provide at least 3 l (0.8 US Gal) of drinking water per person per day for the likely duration of the voyage

**3.21.3 Emergency Drinking Water**

MoMu0 b) in the absence of a power driven watermaker, at least 1 l (0.26 US Gal) per person per day in at least two separate containers shall be provided for the expected duration of the voyage

MoMu0 c) when a power-driven watermaker is on board, at least 500 ml (0.13 US Gal) per person per day in at least two separate containers shall be provided for the expected duration of the voyage

MoMu0 d) facilities shall be provided to collect rainwater for drinking purposes including when dismasted

**3.22 Hand Holds**

** Adequate hand holds fitted below deck

**3.23 Bilge Pumps and Buckets**

** 3.23.1 a) two strong buckets, each with a lanyard and of at least 9 l (2.4 US Gal) capacity

Mo0,1,2 b) two permanently installed manual bilge pumps, one operable from above, the other from below deck

** 3.23.2 All required permanently installed bilge pumps shall be operable with all cockpit seats, hatches and companionways shut and with permanently

| | | |
|---|---|---|
| | | installed discharge pipe(s) of sufficient capacity |
| ** | 3.23.3 | Bilge pumps shall not be connected to cockpit drains and shall not discharge into a Closed Cockpit |
| ** | 3.23.4 | Bilge pumps shall be readily accessible for maintenance and for clearing out debris |
| ** | 3.23.5 | All removable bilge pump handles retained by a lanyard |
| | **3.24** | **Compass** |
| MoMu0,1,2,3 | a) | Marine magnetic compass capable of being used as a steering compass: |
| ** | b) | Permanently installed marine magnetic steering compass, independent of any power supply, correctly adjusted with deviation card |
| MoMu0,1,2,3 | c) | a second compass which may be hand-held and/or electronic |
| | **3.25** | **Halyards.** |
| ** | a) | A minimum of two halyards, each capable of hoisting a sail, on each mast |
| MoMu0,1,2,3 | b) | No halyard shall be locked, lashed or otherwise secured to the mast in a way that requires a person to go aloft in order to lower a sail in a controlled manner, except for a headsail in use with a furling device. |
| | **3.26** | **Bow Fairlead** |
| Mo0 | | Bow fairlead, closed or closable and a cleat or securing arrangement, suitable for towing, permanently installed |
| | **3.27** | **Navigation Lights** |
| | 3.27.1 | that conform to the International Regulations for Preventing Collisions at Sea (Part C and Technical Annex I) and shall be exhibited as required by those regulations. |
| ** | 3.27.2 | mounted above sheerline and so that they will not be masked by sails or the heeling of the boat |
| MoMu0,1,2,3 | 3.27.3 | reserve lights having the same specifications as above, and that can be powered independently |
| ** | 3.27.4 | spare bulbs (not required for LED) |
| | **3.28** | **Engines, Generators, Fuel** |
| | **3.28.1** | **Propulsion Engines** |
| ** | a) | engines and associated systems installed in accordance with their manufacturers' guidelines and suitable for the size and intended use of the boat |
| MoMu0,1,2,3 | b) | an engine which provides a minimum speed in knots of (1.8 x √LWL in metres) or (√ LWL in feet) |
| Mo0,1,2Mu0 | c) | inboard engine |
| ** | d) | an inboard combustion engine shall have a permanently installed exhaust, cooling system, fuel supply, fuel tank(s) and shall have adequate heavy weather protection |
| ** | e) | an inboard electrical engine, when fitted, shall be provided with a permanently installed power supply, adequate heavy weather protection and have an engine control system. |
| | **3.28.2** | **Generator** |
| ** | | If an optional generator separate from the propulsion engine is carried, it shall be installed in accordance with the manufacturer's guidelines |
| | **3.28.3** | **Liquid Fuel Systems** |
| MoMu0,1,2,3 | a) | All fuel tanks for storage of liquid fuels shall be rigid (but may have permanently installed flexible linings) and shall have a shutoff valve |
| MoMu0,1,2,3 | b) | At the start a boat with a combustion engine shall carry sufficient fuel to meet charging requirements for the duration of the race and to motor at the above minimum speed for at least 5 hours |
| | **3.28.4** | **Battery Systems** |
| MoMu0,1,2,3 | a) | a dedicated engine/generator starting battery when an electric starter is the only method for starting the engine and/or separate generator |
| ** | b) | batteries installed after 2011 shall be of the sealed type from which liquid electrolyte cannot escape |
| ** | c) | At the start a boat with an electric engine shall carry sufficient capacity to |

| | | |
|---|---|---|
| | | meet electrical requirements for the duration of the race and to motor at the above minimum speed for at least 5 hours |
| | **3.29** | **Communications Equipment, GPS, Radar, AIS** |
| MoMu0,1,2,3 | 3.29.1 | a marine radio transceiver with an emergency antenna when the regular antenna depends upon the mast |
| MoMu0,1,2,3 | 3.29.2 | if the marine radio transceiver is a VHF: |
| MoMu0,1,2,3 | a) | a minimum rated output power of 25 W |
| MoMu0,1,2 | b) | a masthead antenna not less than 38 cm (15″) in length and co-axial feeder cable with not more than 40% power loss |
| MoMu0 | e) | a marine VHF DSC radio covering all international and US marine channels and meeting ITU class D |
| MoMu0 | 3.29.3 a) | at least two hand-held satellite telephones, watertight or with waterproof covers and internal batteries. When not in use each to be stowed in a grab bag (see OSR 4.21) |
| MoMu0 | 3.29.4 | at least two hand-held marine VHF transceivers each with min 5 W output power, watertight or with waterproof covers. When not in use to be stowed in a grab bag (see OSR 4.21) |
| ** | 3.29.6 | a second radio receiver, which may be the handheld VHF in 3.29.5 above, capable of receiving weather bulletins |
| MoMu0 | 3.29.7 | a direction-finding radio receiver operating on 121.5 MHz to take a bearing on a PLB or EPIRB, or an alternative device for crew overboard location when each crew member has an appropriate personal unit (see OSR 4.22.1); |
| MoMu0 | 3.29.9 | a satellite device able to send and receive data and a tracking device shall be permanently installed and permanently powered up for the duration of the race and for which the race committee shall have polling authority. |
| MoMu0 | 3.29.10 | an MF/HF marine SSB transceiver (GMDSS/DSC) with at least 125 W transmitter power and frequency range from at least 1.6 to 29.9 MHz with permanently installed antenna and earth. |
| MoMu0 | 3.29.11 | an active radar set permanently installed either: |
| MoMu0 | a) | a pulse (magnetron) unit with not less than 4 kW PEP and an antenna unit with a maximum dimension not less than 533 mm; or |
| MoMu0 | b) | a frequency modulated continuous wave (FMCW) Broadband Radar™ unit. The radar antenna unit shall remain essentially horizontal when the boat is heeled and at least 7 m (23′) above the water. Installations in place before January 2006 shall comply as closely as possible with OSR 3.29.11 a). |
| Mo0,1,2,3Mu1,2,3 | 3.29.13 | an AIS Transponder which either: |
| MoMu0,1,2,3 | a) | shares the masthead VHF antenna via a low loss AIS antenna splitter; or |
| MoMu0,1,2,3 | b) | has a dedicated AIS antenna not less than 38 cm (15″) in length mounted with its base not less than 3 m (10′) above the Waterline and co-axial feeder cable with not more than 40% power loss |
| | | |
| | **SECTION 4 - PORTABLE EQUIPMENT** | |
| | | A boat shall have: |
| | **4.01** | **Sail Letters & Numbers** |
| ** | 4.01.1 | Identification on sails which complies with RRS 77 and RRS Appendix G |
| MoMu0,1,2,3 | 4.01.2 | An alternative means of displaying identification as required under RRS Appendix G for a mainsail, to be displayed when none of the numbered sails are set |
| | **4.02** | **Search and Rescue Visibility** |
| MoMu0 | 4.02.1 | A 4 m² (43 ft²) area of highly-visible pink, orange or yellow on the coachroof and/or deck |
| | **4.03** | **Soft Wood Plugs** |
| ** | | A tapered soft wood plug stowed adjacent to every through-hull opening |
| | **4.04** | **Jackstays and Clipping Points** |
| MoMu0,1,2,3 | 4.04.1 | Permanently Installed fittings for jackstay ends and clipping points |
| MoMu0,1,2,3 | 4.04.2 | Jackstays which shall: |
| MoMu0,1,2,3 | a) | be independent on each side of the deck |

| | | |
|---|---|---|
| MoMu0,1,2,3 | b) | enable a crewmember to move readily between the working areas on deck and the cockpit(s) with the minimum of clipping and unclipping operations |
| MoMu0,1,2,3 | c) | have a breaking strength of 2040 kg (4500#) and be uncoated and non-sleeved stainless steel 1 x 19 wire of minimum diameter 5 mm (3/16″), webbing or HMPE rope |
| MoMu0,1,2,3 | 4.04.3 | Clipping points which shall: |
| MoMu0,1,2,3 | a) | be adjacent to stations such as the helm, sheet winches and masts, where crewmembers work |
| MoMu0,1,2,3 | b) | enable a crewmember to clip on before coming on deck and unclip after going below |
| MoMu0,1,2,3 | c) | enable two-thirds of the crew to be simultaneously clipped on without depending on jackstays |
| | **4.05** | **Fire Fighting Equipment** |
| ** | 4.05.1 | A fire blanket adjacent to every cooking device |
| MoMu0 | 4.05.2 | 3 fire extinguishers, each with 2 kg of dry powder or equivalent, in different parts of the boat, one system of which is to deal with fire in a machinery space |
| | **4.06** | **Anchors** |
| MoMu0 | 4.06.1 | Anchors, chain and rope which comply with relevant class rules or the rules of a recognised Classification Society (e.g. Lloyd's, DNV, etc.) |
| | **4.07** | **Flashlights and Searchlights** |
| ** | | Watertight lights with spare batteries and bulbs as follows: |
| MoMu0,1,2,3 | a) | a searchlight, suitable for searching for a person overboard at night and for collision avoidance |
| MoMu0,1,2,3 | b) | a flashlight in addition to 4.07 a) |
| MoMu0 | d) | a high-intensity heavy duty searchlight powered by the boat's batteries, instantly available for use on deck and in the cockpit |
| | **4.08** | **First Aid Manual and First Aid Kit** |
| ** | | A First Aid Manual and First Aid Kit. The contents and storage of the First Aid Kit shall reflect the likely conditions and duration of the passage, and the number of crew |
| | **4.09** | **Foghorn** |
| ** | | A foghorn |
| | **4.10** | **Radar Reflector** |
| ** | 4.10.1 | A passive radar reflector with: |
| ** | a) | octahedral circular plates of minimum diameter 30 cm (12″), or |
| ** | b) | octahedral rectangular plates of minimum diagonal dimension 40 cm (16″), or |
| ** | c) | a non-octahedral reflector with a documented Root Mean Square minimum Radar Cross Section (RCS) area of 2 m² (22 ft²) from 0-360° of azimuth and ±20° of heel |
| MoMu0 | 4.10.2 | A Radar Target Enhancer (RTE) which complies with ISO 8729-2:2009 or equivalent |
| | **4.11** | **Navigation Equipment** |
| MoMu0,1,2,3 | 4.11.1 | Navigational charts (not solely electronic), light list and chart plotting equipment |
| | **4.12** | **Safety Equipment Location Chart** |
| ** | | A safety equipment location diagram in durable waterproof material, clearly displayed in the main accommodation, marked with the location of principal items of safety equipment |
| | **4.13** | **Depth, Speed and Distance Instruments** |
| MoMu0,1,2,3 | 4.13.1 | A knotmeter or distance measuring instrument (log) |
| MoMu0 | 4.13.2 | Two independent depth sounders |
| | **4.14** | **Spare Number** |
| | **4.15** | **Emergency Steering** |
| MoMu0,1,2,3 | 4.15.1 | An emergency tiller capable of being fitted to the rudder stock except when |
| MoMu0,1,2,3 | a) | the principal method of steering is by means of an unbreakable metal tiller |
| MoMu0,1,2,3 | b) | there are two methods (e.g. tillers, wheels) of controlling a rudder, neither of |

| | | |
|---|---|---|
| | | which shares components with the other except for the rudder stock. |
| MoMu0,1,2,3 | 4.15.2 | A proven method of emergency steering with the rudder disabled |
| | **4.16** | **Tools and Spare Parts** |
| ** | 4.16.1 | Tools and spare parts, suitable for the duration and nature of the passage |
| ** | 4.16.2 | An effective means to quickly disconnect or sever the standing rigging from the boat |
| | **4.17** | **Boat's name** |
| ** | | The boat's name on miscellaneous buoyant equipment, such as lifejackets, cushions, lifebuoys, recovery slings, grab bags etc. |
| | **4.18** | **Retro-reflective material** |
| ** | | Marine grade retro-reflective material on lifebuoys, recovery slings, liferafts and lifejackets |
| | **4.19** | **EPIRBs** |
| MoMu0 | 4.19.1 | Two water and manually activated 406 MHz EPIRBs |
| MoMu0,1,2 | 4.19.2 | A 406 MHz EPIRB registered after 2015 shall include an internal GPS |
| MoMu0,1,2 | 4.19.3 | All EPIRBs registered with the appropriate authority associated with the country code in the hexadecimal identification (15 Hex ID) of the beacon. A beacon can be registered online with the Cospas-Sarsat IBRD if the country does not provide a registration facility and the country has allowed direct registration in the IBRD |
| | **4.20** | **Liferafts** |
| | **4.20.1** | **Liferaft Construction** |
| MoMu0 | b) | A sufficient number of liferafts so that in the event of any one liferaft being lost or rendered unserviceable, sufficient aggregate capacity remains for all crewmembers |
| MoMu0 | c) | Liferafts shall comply with SOLAS LSA code 1997 Chapter IV or later version |
| | **4.20.2** | **Minimum Liferaft Equipment** |
| MoMu0,1,2 | a) | A SOLAS liferaft shall contain as a minimum a SOLAS A pack; |
| | **4.20.3** | **Liferaft Packing and Stowage** |
| MoMu0,1,2 | a) | Each liferaft shall be packed either in: |
| MoMu0,1,2 | i | a rigid container securely stowed on the working deck, in the cockpit or in an open space; or: |
| MoMu0,1,2 | ii | a rigid container or valise securely stowed in a dedicated weather tight locker containing liferaft and abandon ship equipment only which is readily accessible and opens onto the cockpit or working deck, or transom |
| MoMu0,1,2 | c) | On a multihull or on a monohull with moveable ballast the liferaft shall be readily deployable whether or not the boat is inverted |
| MoMu0,1,2 | d) | The end of each liferaft painter should be securely fastened to the boat |
| MoMu0,1,2 | e) | Each raft shall be capable of being got to the lifelines or launched within 15 seconds |
| | **4.20.4** | **Spare Number** |
| | **4.20.5** | **Liferaft Servicing** |
| MoMu0,1,2 | a) | A liferaft shall be serviced at a manufacturer authorized service station at the following maximum intervals: |
| MoMu0,1,2 | i | SOLAS liferafts annually |
| MoMu0,1,2 | ii | ISO 9650 canister packed liferafts every 3 years |
| MoMu0,1,2 | iii | ISO 9650 valise packed liferafts every 3 years except that hired liferafts shall be serviced annually |
| MoMu0,1,2 | iv | ISAF liferafts annually |
| MoMu0,1,2 | v | ORC liferafts annually |
| MoMu0,1,2 | b) | Servicing certificates (original or a copy) on board |
| | **4.21** | **Grab Bags** |
| ** | f) | If a grab bag is provided it shall have inherent flotation, at least 0.1 $m^2$ (1 $ft^2$) area of fluorescent orange colour on the outside, shall be marked with the name of the boat, and shall have a lanyard and clip |
| | **4.22** | **Crew Overboard Identification and Recovery** |
| | 4.22.1 | Locator Beacons |

| | | |
|---|---|---|
| MoMu0 | a) | A PLB (Personal Locator Beacon) equipped with 406Mhz and 121.5Mhz for each crew member |
| MoMu0,1,2 | b) | An AIS personal crew overboard beacon for each crew member |
| MoMu0 | c) | A personal unit in addition to the PLB in OSR 4.22.1 b) if the location device carried by the boat in accordance with OSR 3.29.07 requires it; |
| MoMu0,1,2 | d) | Where possible every PLB shall be registered with the appropriate authority associated with the country code in the hexadecimal identification (15 Hex ID) of the beacon. A beacon can be registered online with the Cospas-Sarsat IBRD if the country does not provide a registration facility and the country has allowed direct registration in the IBRD. |
| | 4.22.2 | GPS Crew Overboard Position |
| MoMu0 | a) | A GPS capable of recording a crew overboard position, within 10 seconds, and monitoring that position, and |
| MoMu0 | b) | connected to an emergency button immediately accessible to a helmsman which will sound an audible alarm in the accommodation and simultaneously send an appropriate signal to the GPS |
| MoMu0,1,2 | 4.22.3 | a lifebuoy with a self-igniting light, a whistle and a drogue |
| MoMu0,1,2 | 4.22.4 | In addition to 4.22.3 above, within reach of the helmsman and ready for immediate use, a second lifebuoy equipped with: |
| MoMu0,1,2 | a) | a whistle, a drogue, a self-igniting light and |
| MoMu0,1,2 | b) | a pole and flag. The pole shall be either permanently extended or be capable of being fully automatically extended |
| MoMu0 | c) | Each lifebuoy shall be equipped with a sachet of fluorescein dye |
| MoMu0,1,2 | 4.22.5 | At least one lifebuoy shall depend entirely on permanent buoyancy (e.g. foam) |
| ** | 4.22.6 | Each inflatable lifebuoy and any automatic device shall be tested and serviced at intervals in accordance with its manufacturer's instructions |
| ** | 4.22.7 | A heaving line, no less than 6 mm (1/4") diameter, 15 - 25 m (50 - 75') long, readily accessible to cockpit |
| MoMu0,1,2,3 | 4.22.8 | A recovery sling which includes a: |
| MoMu0,1,2,3 | a) | buoyant line of length no less than the shorter of 4 times LH or 36m (120') |
| MoMu0,1,2,3 | b) | buoyancy section (horseshoe) with no less than 90 N (20#) buoyancy |
| MoMu0,1,2,3 | c) | minimum strength capable to hoist a crewmember aboard |
| | **4.23** | **Pyrotechnic and Light Signals** |
| ** | | Pyrotechnic signals shall be provided conforming to SOLAS LSA Code Chapter III Visual Signals and not older than the stamped expiry date (if any) or if no expiry date stamped, not older than 4 years. |

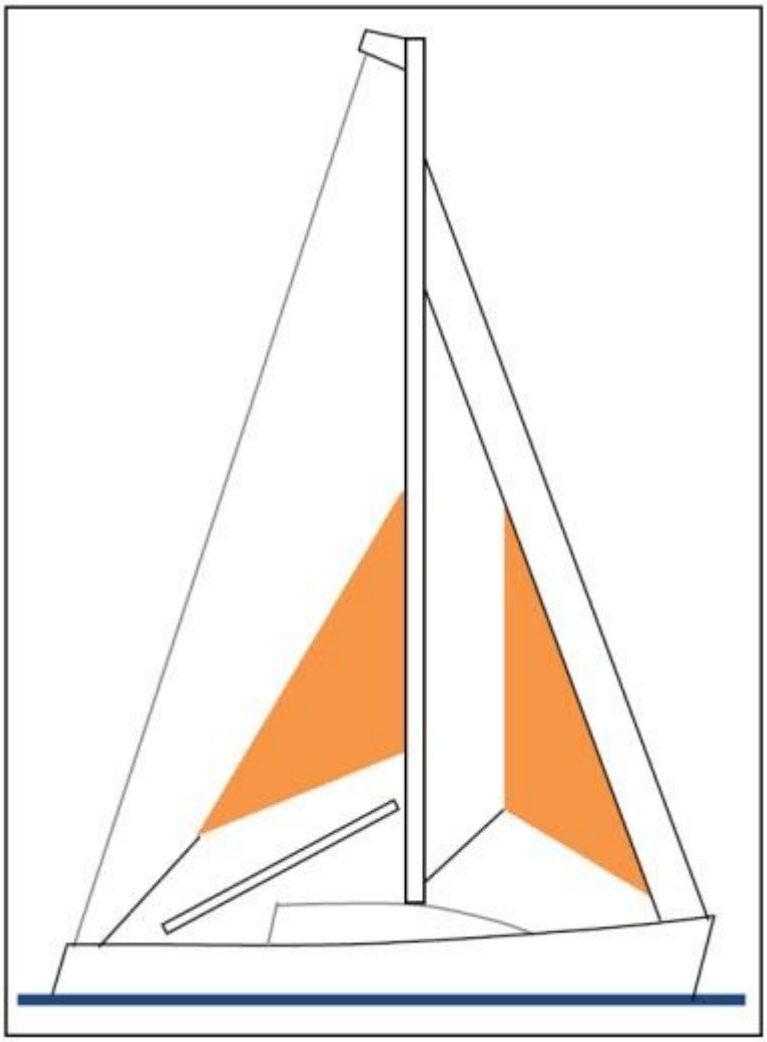
| Race Category | Red Hand Flares LSA III 3.2 | Orange Smoke Flares LSA III 3.3 |
|---|---|---|
| MoMu0,1,2,3 | 4 | 2 |
| MoMu4 | | 2 |

| | | |
|---|---|---|
| | 4.24 | Spare Number |
| | **4.25** | **Cockpit Knife** |
| ** | | A strong, sharp knife, sheathed and securely restrained shall be provided readily accessible from the deck or a cockpit. |
| | **4.26** | **Storm & Heavy Weather Sail Inventory** |
| ** | | the following storm & heavy weather sails as specified in OSR 4.27: |
| MoMu0 | 4.26.1 | a storm trysail (or rotating wing mast if suitable) |
| MoMu0,1,2,3 | 4.26.2 | heavy weather jib |
| MoMu0,1,2 | 4.26.3 | storm jib |

## 4.27 Storm & Heavy Weather Sail Specifications

### 4.27.1 Design

Figure 3



| | | |
|---|---|---|
| ** | a) | The material of the body of a storm sail purchased after 2013 shall have a highly-visible colour (e.g. dayglo pink, orange or yellow) |
| ** | b) | Aromatic polyamides, carbon and similar fibres shall not be used in a trysail or storm jib but HMPE and similar materials are permitted |
| ** | c) | Sheeting positions on deck for each storm and heavy-weather sail |
| ** | d) | Sheeting positions for the trysail independent of the boom |
| ** | e) | The maximum area of storm and heavy weather sails shall be lesser of the areas below or as specified by the boat designer or sailmaker |
| ** | f) | For sails made after 2011: Storm and heavy weather jib areas calculated as: (0.255 x luff length x (luff perpendicular + 2 x half width)) |

### 4.27.2 A storm trysail with:

| | | |
|---|---|---|
| MoMu0,1,2 | a) | area not greater than 17.5% mainsail hoist (P) x mainsail foot length (E) |
| MoMu0,1,2 | b) | For sails made after 2011: The storm trysail area calculated as (0.5 x leech length x shortest distance between tack point and leech) |
| MoMu0,1,2 | c) | no headboard |
| MoMu0,1,2 | d) | no battens |
| MoMu0,1,2 | e) | sail number and letters on both sides, as large as practicable |
| MoMu0,1,2 | f) | in the case of a boat with an in-mast furling mainsail, the storm trysail shall be capable of being set while the mainsail is furled |

### 4.27.3 A heavy-weather jib (or heavy-weather sail in a boat with no forestay) with:

| | | |
|---|---|---|
| ** | a) | area of 13.5% height of the foretriangle squared |
| ** | b) | readily available means, independent of a luff groove, to attach to the stay |

| | | |
|---|---|---|
| | **4.27.4** | **A storm jib with:** |
| MoMu0,1,2 | a) | area of 5% (height of the foretriangle) squared |
| MoMu0,1,2 | b) | maximum luff length 65% of height of foretriangle |
| MoMu0,1,2 | c) | permanently attached means, independent of a luff groove, to attach to the stay |
| | **4.28** | **Drogue, Sea Anchor** |
| MoMu0 | | A drogue for deployment over the stern, or a sea anchor or parachute anchor for deployment at the bow, complete with all necessary gear (see Appendix K) |
| | **4.29** | **Deck Bags** |
| Mo0 | 4.29.1 | If permitted by the Notice of Race, Sailing Instructions or Class Rules, bags for storing sails on deck shall be: |
| Mo0 | a) | so constructed to ensure rapid draining of water |
| Mo0 | b) | securely fastened in such a way that the integrity of deck fittings e.g. stanchions and lifelines, is not compromised |
| | **4.30** | **Emergency Pumps** |
| Mo0,1,2 | 4.30.1 | either fixed or portable pump to remove ingress water from any compartment. |
| Mo0,1,2 | a) | This pump shall: |
| Mo0,1,2 | b) | have a minimum rated capacity of 200 l/min |
| Mo0,1,2 | c) | be operated by battery, main engine powered or a separate engine |
| Mo0,1,2 | d) | if portable electric-powered, power cables to be terminated with alligator clips |
| Mo0,1,2 | e) | have sufficient hose to discharge directly overboard or into the cockpit. |
| Mo0,1,2 | f) | A combination of permanently installed and portable pumps may be combined to meet the above requirement. |
| | | |
| | **SECTION 5 - PERSONAL EQUIPMENT** | |
| | | Each crew member shall have: |
| | **5.01** | **Lifejacket** |
| ** | 5.01.1 | A lifejacket which shall: |
| ** | a) i | if manufactured before 2012 comply with ISO 12402 - 3 (Level 150) or equivalent, including EN 396 or UL 1180 and: |
| ** | • | if inflatable have a gas inflation system |
| ** | • | have crotch/thigh straps (ride up prevention system (RUPS)) |
| MoMu0,1,2 | • | have an integral safety harness in compliance with OSR 5.02 |
| ** | ii | if manufactured after 2011 comply with ISO 12402-3 (Level 150) and be fitted with a whistle, lifting loop, reflective material automatic/manual gas inflation system |
| ** | • | crotch/thigh straps (ride up prevention system (RUPS)) |
| MoMu0,1,2 | • | an integral safety harness in compliance with OSR 5.02 |
| MoMu0,1,2,3 | b) | have an emergency position indicating light in accordance with either ISO 12402-8 or SOLAS LSA code 2.2.3 |
| ** | c) | be clearly marked with the boat's or wearer's name |
| MoMu0,1,2,3 | d) | have a sprayhood in accordance with ISO 12402-8 |
| MoMu0 | e) | have a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority) |
| ** | f) | if inflatable, regularly checked for air retention |
| MoMu0,1,2,3 | 5.01.2 | A boat shall carry at least one gas inflatable lifejacket spare cylinder and, if appropriate, spare activation head for each type of lifejacket on board. |
| MoMu0,1,2 | 5.01.3 | A boat shall carry at least one spare lifejacket as required in OSR 5.01.1, (a spare PLB described in 5.01.1(e) is not required) |
| ** | 5.01.4 | The person in charge shall personally check each lifejacket at least once annually. |
| | **5.02** | **Safety Harness and Tethers** |
| MoMu0,1,2,3 | 5.02.1 | A harness that complies with ISO 12401 or equivalent |
| MoMu0,1,2,3 | 5.02.2 | A tether that shall: |
| MoMu0,1,2,3 | a) | comply with ISO 12401 or equivalent |
| MoMu0,1,2,3 | b) | not exceed 2 m (6'-6") including the length of the hooks |

| | | |
|---|---|---|
| MoMu0,1,2,3 | c) | have self-closing hooks |
| MoMu0,1,2,3 | d) | have overload indicator flag embedded in the stitching |
| MoMu0,1,2,3 | e) | be manufactured after 2000 |
| MoMu0,1,2,3 | 5.02.3 | All of the crew shall have either: |
| MoMu0,1,2,3 | a) | a tether not exceeding 1m (3'3") including the length of the hooks, or |
| MoMu0,1,2,3 | b) | an intermediate self-closing hook on a 2 m (6'-6") tether |
| MoMu0 | 5.02.4 | a boat shall carry spare harnesses and tethers as required in OSR 5.02 above sufficient for at least 10% of the crewmembers (minimum one unit) |
| MoMu0,1,2,3 | 5.02.5 | A tether which has been overloaded shall be replaced |
| | **5.03** | **Personal Location Lights** |
| MoMu0 | | Two packs of miniflares or two personal location lights (either SOLAS or strobe): one to be attached to, or carried on, the person when on deck at night |
| | **5.04** | **Foul Weather Suits** |
| MoMu0 | | A foul weather suit with hood |
| | **5.05** | **Knife** |
| MoMu0 | | A knife, to be worn on the person at all times |
| | **5.06** | **Flashlight** |
| MoMu0 | | A buoyant watertight flashlight |
| | **5.07** | **Survival Equipment** |
| MoMu0 | | an immersion suit (attention is drawn to EN ISO 15027-1 constant wear suits, and EN ISO 15027-2 abandonment suits and the LSA Code Chapter II, 2,3); |
| | **5.08** | **Diving Equipment** |
| MoMu0 | | The boat shall have at least two diving suits each to cover the entire body and including gloves, fins and portable air supplies |
| | **SECTION 6 - TRAINING** | |
| MoMu0 | 6.01.1 | Every member of a crew including the Person in Charge shall have undertaken training within the five years before the start of the race in OSR 6.02 Training Topics |
| MoMu0,1,2 | 6.01.4 | Except as otherwise provided in the Notice of Race, an in-date certificate gained at a World Sailing approved Offshore Personal Survival Training course shall be accepted by a race organizing authority as evidence of compliance with Special Regulation 6.01. See Appendix G - Model Training Course, for further details. |
| | **6.02** | **Training Topics** |
| | 6.02.1 | Giving Assistance to Other Craft |
| | 6.02.2 | Personal Safety Gear, theory and practice |
| | 6.02.3 | Care and Maintenance of Safety Gear |
| | 6.02.4 | Fire Precautions and Firefighting, theory and practical |
| | 6.02.5 | Crew Overboard Identification and Recovery |
| | 6.02.6 | Hypothermia, Cold Shock and Drowning |
| | 6.02.7 | Crew Health |
| | 6.02.8 | Marine Weather |
| | 6.02.9 | Heavy Weather |
| | 6.02.10 | Storm Sails |
| | 6.02.11 | Damage Control |
| | 6.02.12 | Search and Rescue Organization |
| | 6.02.13 | Pyrotechnics and Signalling Gear, theory and practical |
| | 6.02.14 | Emergency Communications, theory and practical |
| | 6.02.15 | Liferafts and Abandon Ship, theory and practical |
| | 6.03 | Spare Number |
| | **6.04** | **Routine Training On-Board** |
| ** | | At least annually the crews shall practice the drills for: |
| ** | a) | Crew-Overboard Recovery |
| ** | b) | Abandonment of vessel |
| | **6.05** | **Medical Training** |

| | | |
|---|---|---|
| MoMu0 | 6.05.1 | At least one crewmember shall have a valid STCW A-VI/4-2 (Proficiency In Medical Care) certificate or equivalent |
| MoMu0 | 6.05.2 | In addition to 6.05.1 another crewmember shall have a valid first aid certificate completed within the last five years meeting: |
| MoMu0,1,2 | a) | A certificate listed on the World Sailing website https://www.sailing.org/inside-world-sailing/activities-services/technical-offshore/technical-services/technical-and-offshore-safety/offshore-safety/osr-recognised-first-aid-qualifications/ |
| MoMu0,1,2 | b) | STCW First Aid Training complying with A-VI/1-3 - Elementary First Aid or higher STCW level |
| | **6.06** | **Diving Training** |
| MoMu0 | 6.06.1 | At least 30% of the crew shall have received appropriate diving training to enable them to carry out basic repairs underwater and to provide assistance if necessary in recovery of a crew overboard |

**APPENDICES TO SPECIAL REGULATIONS**
**Appendix A - Moveable and Variable Ballast**
**Appendix B - For Inshore Racing**
**Appendix C - For Inshore Dinghy Racing**
**Appendix D - A guide to ISO and other Standards**
**Appendix E - World Sailing Code for the Organisation of Oceanic Races**
**Appendix F - Standard Inspection Card**
**Appendix G - Model Training Course**
**Appendix H - Model First Aid Training Course**
**Appendix J - Hypothermia**
**Appendix K - Drogues and Sea Anchors**
**Appendix L - Model Keel and Rudder Inspection Procedure**

Tue 15 Feb 22 10:02:05 AM d– Revised 3.02, updated links to World Sailing