

World Sailing Offshore Special Regulations

APPENDIX E – World Sailing Code for the Organisation of Oceanic Races

An Oceanic Race is defined as any Offshore race over 800 miles.

- E.1** Organisers of Oceanic Races should consult with the **SAR (Search and Rescue) authorities** through whose areas a race is proposed to pass. Topics to be considered should among others be:
- mutual responsibilities,
 - resources,
 - satellite communications coverage,
 - position reporting systems,
 - safety equipment on board,
 - lessons learned from recent events,
 - exchange of communication addresses, phone numbers etc.
- E.2** A **Risk Analysis** should be made, covering topics like:
- meteorological conditions (icebergs, major currents, fogbanks, eddies etc.),
 - commercial traffic, separation schemes etc.,
 - stability requirements,
 - SAR assets and coverage,
 - piracy and other security matters etc.
- E.3** **Environmental aspects** as wildlife protective zones should be considered.
- E.4** A **Notice to Mariners** about the race should be produced, usually in cooperation with the organiser's national authorities.
- E.5** An **Organisation Chart** shall be established with key appointments like the Race Director (when applicable), Chairman of the Race Committee, Principal Race Officer, Safety Officers, Medical Officer, media personnel etc.
- E.6** The Organising Authority should from the participating boats require:
- crew lists with names, nationalities, contact details, PLB data and telephone numbers to next of kin,
 - for all boats all data that is registered for radio and data communications like call signs, Maritime Mobile Service Identity (MMSI), EPIRBs etc.,
 - boat details and descriptions (including electronic pictures),
 - owners/Helmsman declaration regarding liability.
- E.7** A **Race Control Centre** should be organised with Duty Officer 24/7. The watch roster should include relevant means to reinforce the working capacity. It may be appropriate to arrange a training course for the duty officers before the race, including potential incident scenarios. A visit for skippers and navigators to the Race Control Centre may be

arranged before the start of major long races, if possible, also to appropriate Maritime Rescue Co-Ordination Centres (MRCC).

At the Race Control Centre, a logbook should be maintained. A format for daily situation reports should be developed. A voice recorder should be available to record radio communications and crisis management.

- E.8** A **Safety Information Package** about the race, boat descriptions and details (including electronic pictures), safety equipment, radio communication and medical resources, key personnel at the Race Control etc. should be distributed to participating boats as well as the appropriate MRCCs.
- E.9** A **Crisis Management Group** should be organised with the the race committee chair, the safety officer, medical officer and others as relevant. The team should include media and legal representatives from the organising body.
- E.10** A **Crisis Support Group** with psychologists, medical and clerical personnel should be available for major incidents, both for immediate support to crews and dependants as well as for crew debriefings at later stages. This may be arranged by the Race Committee or the authorities controlling the area.
- E.11** There may occur incidents that are significant yet not requiring the assistance of rescue authorities. For those the Organising Authority should consider maintaining a network of contacts and resources across the racing area to be able to support with towing, minor medical support, transport of equipment etc.
- E.12** The organiser shall produce a **Safety Contingency Plan**, including typical series of actions at accidents as derived from the Risk Analysis. One topic to be covered is when and how to contact dependants, sponsors etc. at various stages of lost contact, requests for assistance or emergency calls.
- E.13** All boats shall be equipped to standards which at least comply with the relevant level of Special Regulations as adopted by World Sailing. Additional requirements may be prescribed, like additional radio and medical equipment.
- E.14** In accordance with Special Regulations, an adequate number of crewmembers on each boat shall have **Survival Training**. Apart from the basic requirements for World Sailing Personal Survival Course as recommended in Offshore Special Regulations Appendix G, the Organising Authority can also prescribe:
- what level of sailing together in the actual boat may be required,
 - which practical training shall be performed by the crew, like MOB drills, helicopter evacuations etc.
- E.15** A **Safety Check** should be performed before the start, it should include:
- safety equipment,
 - appropriate certificates for radio and satellite communication equipment
 - Check of individual and collective training,
 - endurance capacity and redundancy of capabilities characteristic for oceanic races like water provision, medical training etc.

The full responsibility for safety however always remains with the *person in charge*.

E.16 A **Positioning Reporting system** should be available, linked to the official race webpage.

E.17 **Meteorological services** may be allowed to be downloaded from public meteorological centres or may be centrally provided from the Organising Authority to reduce satcom costs.

E.18 Races shall be conducted in compliance with the World Sailing Racing Rules of Sailing and the COLREGS, whenever it is appropriate for these rules and regulations to be applied. Special attention should be given to traffic separation schemes and when to give way to commercial traffic.

E.19 An Organising Authority when appropriate should, in addition to supplying the relevant SAR authorities of the event, also supply:

- a **Telemedical Service Assistance Service (TMAS)** or inform a TMAS that the organisers have available on demand the following:
 - for each boat:
 - ♦ a list of medicines and medical equipment,
 - ♦ details of any TMAS or private medical service arranged by the boat.
 - for each crewmember:
 - ♦ name and contact details of physician who certified the crewmembers fit for entry (when applicable),
 - ♦ name and contact details of the crewmember home physician,
 - ♦ methods for gaining quick access to medical records, if necessary,
 - ♦ details of first aid and medical training received.

E.20 The **Notice of Race** should include:

- insurance requirements,
- which individual and collective training that is required,
- what meteorological data and forecasts that will be allowed,
- other matters as appropriate.

E.21 The **Sailing Instructions** may include instructions:

- to continuously monitor VHF Channel 16,
- to have the AIS active at all times or to activate the AIS in reduced visibility and passages with extensive commercial traffic,
- for any other safety matters as appropriate.

E.22 A **Lessons Learned meeting** about safety issues should be arranged after the race.