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#### INTRODUCTION

This Notice of Race (NoR) consists of two main sections. Part 1 applies to all RORC organised races and includes Rules that affect every race unless modified by Part 2, which details Rules that apply to specific races. When a Rule is modified in Part 2, it takes precedence over the Rule in Part 1. Specific races which have a separate NoR (see 1.1 Programme) are exempt from this document. Races organised in association with the RORC will have their own NoR and details of races that are not part of the RORC Season's Points Championship are included in this NoR for information only.

#### DEFINITIONS

**Class** - Class includes IRC, ORC and MOCRA rating systems, or appropriate One-Design Classes.

**Closing Date** - is the date after which a late entry/ late payment fee is charged and cancellation fees apply.

**Competitor** - a Competitor is any sailor competing in a race.

**Documents Page** - can be found at https://rorc. sailgate.com/Management/Document/1

**High Points Scoring System** - the boats are ranked in order of points scored. Highest Points score wins.

**Inshore Regatta** - Inshore Regattas in 2018 are the RORC Easter Challenge, and the Vice Admiral's Cup. OSR appendix B, plus VHF radio.

**Emergency Contact** - is the person to be informed in case of emergency. The nominated Emergency Contact must be available to contact for the duration of the race and cannot be a *Competitor* in the race.

**Offshore Race** - Offshore Races are OSR Category 0, 1, 2 and 3 plus Category 2 liferaft. Races identified as part of the RORC Season's Points Championship. See NoR 1.1.

**Rating Deadline** - is the latest date by which a valid Rating or Class Certificate shall be issued to the boat.

**SailGate** - The RORC online entry and Crew Management system at https://rorc.sailgate.com/

**Sailing School Yacht** - must be entered by a bona fide sailing school, affiliated to a National Authority and having on board a crew consisting of at least 50% paying students (not instructors).

**Service Yacht** - is one which is crewed by regular and reserve personnel of the Armed Services, affiliated to or approved for this purpose by the Association of Services Yacht Clubs, but may include one non-serving owner or owner's representative.

#### TERMINOLOGY

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

Significant changes for 2018 are in red font.

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Cover and below - Photos: RORC/Paul Wyeth/www.pwpictures.com



# Contacts

RORC	London	Cowes	Rating
Race Office	Clubhouse	Clubhouse	Office
The Disrespect 82, High Street Cowes Isle of Wight P031 7AJ	20, St James's Place London SW1A 1NN	The Parade Cowes Isle of Wight P031 7QU	Seahorse Building Bath Road Lymington Hampshire S041 3SE
Tel: +44 1983 295144	Tel: +44 207 493 2248	Tel: +44 1983 293581	Tel: +44 1590 677030
Fax: +44 207 493 5252	Fax: +44 207 493 5252	Fax: +44 1983 294385	Fax: +44 1590 679478
Email: racing@rorc.org	Email: info@rorc.org	Email: cowes@rorc.org	Email: info@rorcrating.com



Photo: RORC/Arthur Daniel

#### PART 1 - GENERAL RULES

The rules of Part 1 shall apply to all races in this Notice of Race except where otherwise stated in Part 2 or Sailing Instructions.

IN

#### **ORGANISING AUTHORITY**

The Organising Authority is the Royal Ocean Racing Club (RORC).

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#### 1.1 PROGRAMME

The programme shows races that are organised by the RORC or in association with the RORC. Only races with a Points Factor will count towards the RORC Season's Points Championship.

Race	Date	Destination/ Location	Approximate Distance (nm)	Points Factor
RORC Transatlantic Race	Saturday 25 November (2017)	Lanzarote – Grenada	2,995	1.5
RORC Caribbean 600*	Monday 19 February	Antigua	600	1.4
Dubai to Muscat Race*#	Thursday 8 March	Dubai – Muscat	360	-
Rolex China Sea Race*#	Wednesday 28 March	Victoria (HK) – Sudic Bay	565	-
RORC Easter Challenge	Friday 30 March – Sunday 1 April	Cowes	-	-
Cervantes Trophy Race	Saturday 5 May	Cowes – Le Havre	110 - 160	1.0
North Sea Race (Vuurschepenrace 8th May)	Friday 11 May	Harwich - Scheveningen	181	1.2
Vice Admiral's Cup*	Friday 18 – Sunday 20 May	Cowes	-	-
Myth of Malham Race	Saturday 26 May	Cowes – Eddystone – Solent	230 - 260	1.2
Bank of England Regatta*	Saturday 26 – Sunday 27 May	Cowes	-	-
IRC European Championship (incorporating the Commodores' Cup)*	Friday 8 – Saturday 16 June	Cowes	-	-
East Coast Race*	Thursday 21 June	Burnham - Oostende	130	1.0
Morgan Cup Race	Friday 22 June	Cowes - Dartmouth	120 - 150	1.0
Volvo Round Ireland Race*#	Saturday 30 June	Wicklow	704	1.4
Atlantic Anniversary Regatta (West to East)*#	Sunday 8 July	Bermuda - Hamburg	3,500	-
La Trinité-sur-Mer – Cowes*#	Monday 9 July	Cowes	350	-
The Hague Offshore Sailing World Championship*	Thursday 12 – Friday 20 July	Scheveningen	-	-
Cowes Dinard St Malo Race	Friday 13 July	Cowes – Dinard – St Malo	151	1.0
RORC Telegraph Bowl for XOD*	Saturday 21 – Sun 22 July	Cowes	-	-
Cowes Keelboat Championship*	Saturday 21 – Sun 22 July	Cowes	-	-
Channel Race	Saturday 28 July	Cowes – Marks – Solent	110 - 160	1.0
Sevenstar Round Britain and Ireland Race	Sunday 12 August	Cowes	1,805	1.5
De Guingand Bowl Race	Saturday 25 August	Cowes – Marks – Solent	75 - 100	1.0
IRC Two-Handed National Championship	Saturday 1 – Sunday 2 & Friday 7 September	Cowes & Cowes - Cherbourg	80	1.0
Cherbourg Race	Friday 7 September	Cowes – Cherbourg	80	1.0
Rolex Middle Sea Race*#	Saturday 20 October	Valleta	608	-
Raja Muda Selangor International Regatta*#	Friday 16 November	Malaysia/Thailand	-	-
RORC Transatlantic Race**	Saturday 24 November	Lanzarote - Grenada	2,995	1.5

\*\* The 2018 RORC Transatlantic Race is the first race of the 2019 Season's Points Championship.

\* See the individual event Notice of Race available from the RORC or event websites.

#Organised under the auspices of, or in association with, the RORC.

#### 1.2 RULES AND REGULATIONS

#### 1.2.1 ENGLISH LAW

This Notice of Race, and the terms of the contract created by entering a boat into any race or event governed by this Notice of Race, shall be governed by and construed in accordance with English law. Any dispute which cannot be resolved under Part 5 of the Racing Rules of Sailing shall be referred to the exclusive jurisdiction of the English Courts.

#### 1.2.2. RACING RULES OF SAILING

The rules as defined in the Racing Rules of Sailing (RRS). (http://www.sailing.org/documents/racing-rules.php)

#### 1.2.3 NATIONAL AUTHORITY PRESCRIPTIONS

The prescriptions of RYA will apply (http://www.rya.org.uk/ racing/racingrules/Pages/the-rules.aspx)

No other National Authority prescriptions shall apply.

#### 1.2.4 CLASS RULES

The Rules and Regulations of appropriate One-Design and/or Class rules, IRC Rules Parts A, B & C, ORC and MOCRA Rules.

#### 1.2.5 2017 – 2018 WORLD SAILING OFFSHORE SPECIAL REGULATIONS (OSR)

The World Sailing Offshore Special Regulations, any amendments thereto for 2018, and RORC Prescriptions.

Where details of Offshore Special Regulations cannot be met the Committee may accept an alternative.

#### 1.2.6 INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA

Except when changed in Sailing Instructions, the Rules of RRS Part 2 shall not apply between the times of local sunset and sunrise, and shall be replaced with the right-of-way Rules of IRPCAS (International Regulations for Preventing Collisions at Sea).

Between the times of local sunset and sunrise a boat shall take a scoring penalty as detailed in the Sailing Instructions.

#### 1.2.7 POLLUTION

RRS 55 (Trash Disposal) is deleted. However competitors are reminded that the dumping of rubbish at sea is prohibited by law. Attention is also drawn to the World Sailing Code of Environmentally Friendly Behaviour.

(http://www.sailing.org/tools/documents/ WorldSailingCodeofEnvironmentalFriendlyBehaviour)

#### 1.2.8 NOTICE OF RACE

This Notice of Race and any amendments thereto will be available from the RORC Office and published on the RORC website.

#### 1.2.9 SAILING INSTRUCTIONS

Sailing Instructions will be emailed to Competitors after the Closing Date for each race. They may be posted to Competitors on request.

#### Note: Sailing Instructions shall take precedence over the Notice of Race.

#### 1.3 ADVERTISING

Boats may be required to display advertising chosen and supplied by the Organising Authority.

#### 1.4 **RESPONSIBILITY**

#### 1.4.1 THE PERSON IN CHARGE

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 is hers alone" and to Special Regulation 1.02.1 which begins: "The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge...."

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

a) they are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;

b) they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;

c) they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;

d) their boat is in good order, equipped to sail in the event and they are fit to participate;

e) the provision of a race management team and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;

f) they are responsible for ensuring that their boat is equipped and seaworthy so as to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed, in date and familiar to the crew.

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

#### 1.4.2 STARTING AND CONTINUING TO RACE

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

#### 1.4.3 RACE DECLARATION(S)

No boat will be accepted as an entry unless the Person in Charge has, before the start of the race, signed a declaration in the terms set out in NoR 1.14. The RORC reserves the right to require a signed declaration, in the terms set out in NoR 1.14, from each crew member.

#### 1.4.4 SAFETY AND LIFE SAVING EQUIPMENT

For all Offshore Races; Competitors' attention is drawn to RRS 1.2 life-saving equipment: "Each Competitor is individually responsible for wearing a personal flotation device adequate for the conditions."

However, in Offshore Races a combined Lifejacket and Harness 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 the visibility is less than 1 nautical mile

See also Special Regulation 5.02.

#### 1.4.5 RORC SAFETY STICKER

All boats shall display the RORC Safety Sticker in a prominent place on board. The sticker is available from the RORC.

#### 1.5 ELIGIBILITY – THE BOAT

#### 1.5.1 SUITABILITY

RORC races are open to seaworthy boats which comply with the Rules and Regulations described in this Notice of Race and which are manned by an adequate number of experienced crew who are physically fit to face bad weather. The minimum crew on any monohull shall be three apart from as allowed under NoR 1.5.3.1.4 Two-Handed Class.

However no person may race contrary to the terms of a ban imposed by the RORC, a National Authority or World Sailing.

#### 1.5.2 BOAT SIZE

Except where stated otherwise the maximum size for any boat is: monohull 30.5 metres/100ft LH (LOA), multihull 21.5 metres/70ft. The minimum size for monohulls is determined by their rating. See NoR 1.5.3 Classes. The minimum LH (LOA) for multihulls is 9.15 metres/30ft.

#### 1.5.3 CLASSES

#### 1.5.3.1 IRC – Boats rating 0.850 and greater

IRC Rules Parts A, B, and C shall apply, except as varied below or in the Sailing Instructions.

#### 1.5.3.1.1 IRC Endorsed Certificates

IRC Endorsed Certificates are required for the IRC European Championship and the IRC Two-Handed National Championship.

#### 1.5.3.1.2 IRC Rule 22.4.2 – Crew Numbers

IRC Rule 22.4.2 is deleted and replaced by "The maximum number of crew that may sail aboard a yacht shall be the number shown on the certificate. There is no weight limit."

**NOTE:** The above provision overrides IRC Rule 22.4.2 in respect of One-Design classes. However a Class may wish for its own purposes to apply its own crew limits of less than the RORC scale shown here. It is recommended that the Person in Charge consult their Class Association and the RORC.

#### 1.5.3.1.3 Automatic and Wind-vane devices for Steering

Automatic and wind-vane devices for steering may be carried but not used except as stated in NoR 1.5.3.1.4 Two-Handed Class.

#### 1.5.3.1.4 Two-Handed Class

A Two-Handed Class within IRC will be available in Offshore Races. Boats will be eligible for both Two-Handed and IRC Rating band class trophies. Within the Two-Handed Class there will also be prizes for mixed crews (a male and a female). Automatic or wind-vane steering is permitted (changes RRS 52). Entries must satisfy the committee that they have suitable and adequate experience and that their boat is appropriately organised for two-handed sailing.

#### 1.5.3.2 ORC Club - Boats rating 0.9000 and greater

In the North Sea Race boats may enter in ORC Club (ORCi certificates are acceptable).

#### 1.5.3.3 Multihulls - Boats rating 1.100 and greater

Offshore multihulls with Multihull Offshore Cruising and Racing Association (MOCRA) rating certificates may enter a multihull division in Offshore Races. The minimum crew for multihulls is two. In two-handed multihulls the use of automatic or windvane steering is permitted. This changes RRS 52.

Open multihulls may race without any rating.

#### 1.5.3.4 Level Racing

When at least six boats from a class, which in itself races

"level" and is recognised by the RORC, take part in a race, a class result may be provided. With prior permission from the RORC certain classes may be allowed to race under class rules within RORC racing (e.g. IMOCA 60, Class40).

#### 1.5.4 CLASSES AND CLASS FLAGS

Class	TCC Range	Class Flag
IRC Zero	1.275 and greater	Pennant 0
IRC One	1.101 – 1.274	Pennant 1
IRC Two	1.051 – 1.100	Pennant 2
IRC Three	1.004 - 1.050	Pennant 3
IRC Four	0.850 - 1.003	Pennant 4
ORC Club	0.900 and greater	Pennant 5
Multihull (MOCRA)	1.100 and greater	Pennant 8

**Note:** Boats with Canting Keels will race in the class appropriate to their TCC. The RORC reserves the right to amend the class bands in the light of 2018 data. Class bands may be changed for Inshore Regattas.

When racing, the appropriate Class flag or flags shall be prominently displayed from a backstay, or at the stern on a boat with no backstay. Boats shall provide their own Class flag.

#### 1.5.5 RATINGS, RATING AND CLASS CERTIFICATES

Boats shall hold valid Rating/Class certificate(s) on the Rating Deadline. Boats racing under IRC are not required to submit a copy of their certificate to the RORC. Boats holding other Rating/Class certificates shall submit a copy of their certificate(s) to the RORC by the Rating Deadline. Changes to Ratings and Class certificates will only be accepted after the Rating Deadline in exceptional circumstances at the discretion of the RORC. Every boat racing shall have on board a current valid signed copy of the Rating and/or Class certificate for the Class or Classes in which she is racing.

#### 1.5.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS (OSR) AND RORC PRESCRIPTIONS

The OSR category which applies to each race depends on the nature of the race and is specified in Part 2 for each race.

RORC Prescriptions can be found on page 67 of this Notice of Race.

Inshore Regattas use the World Sailing Special Regulations for inshore racing – Appendix B with VHF radio.

Weekend Offshore Races are Category 3 with a Category 2 compliant liferaft and AIS Transponder.

Long Offshore Races are usually Category 2 or Category 1. The complete World Sailing Offshore Special Regulations with RORC Prescriptions are in Appendix 1 to this Notice of Race. The World Sailing Special Regulations for inshore racing can be found in Appendix 2.

#### 1.5.6.1 OSR Compliance

Responsibility for compliance rests with the Person in Charge. However the RORC will endeavour to help Competitors to understand the OSR and reserves the right to conduct an OSR inspection on any boat at any time.

For Inshore Regattas only, the entrant shall complete an online declaration, using the online entry system SailGate, stating that the boat complies with the World Sailing Special Regulations for inshore racing.

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For Offshore Races the Person in Charge shall, before the Closing Date of their first Offshore Race of the season, complete an Offshore Special Regulations (OSR) Checklist (available on the Documents Page) to the appropriate Category.

Only one checklist appropriate to the race category is required from the Person in Charge unless changes are made to the equipment onboard or the yacht changes ownership.

Checklists from other organisations may also be accepted if they are current, completed to the appropriate race category, comprehensive and based on the World Sailing Offshore Special Regulations.

#### 1.5.6.2 Automatic Identification System (AIS)

Boats shall carry an AIS Transponder in all Offshore Races. See OSR 3.29.1.

**Competitors** shall ensure that the racing name of the boat is transmitted rather than just the MMSI number.

**Competitors** shall use their best endeavours to ensure that their AIS Transponder is switched on (i.e. transmitting and receiving) at least every 5 minutes during Offshore Races.

#### 1.6 STABILITY AND SAFETY INDICES

In accordance with OSR 3.04.3 the RORC uses minimum stability/buoyancy indices. For boats competing under IRC either SSS or STIX and AVS Indices are used depending on the series date of the boats and the category of the race. Monohull boats not racing under IRC shall satisfy the RORC that they meet the requirements of other stability indices for the category of race.

In exceptional circumstances the RORC may accept other indicators as to the suitability of the boats for a given category of race.

#### 1.6.1 SSS OR STIX AND AVS

#### 1.6.1.1 Category 1 and 2 Races:

Boats with series date of 1995 and later will be categorised under STIX only.

Boats with series date before 1995 may be categorised under either STIX or SSS.

#### 1.6.1.2 Category 3 Races:

Boats with series date of 2000 and later will be categorised under STIX only.

Boats with series date before 2000 may be categorised under either STIX or SSS.

#### 1.6.1.3 Inshore Races:

Boats may be categorised under either STIX or SSS.

#### 1.6.2 MINIMUM PERMITTED VALUES

#### 1.7 ELIGIBILITY – COMPETITORS

#### 1.7.1 SHORESIDE CONTACT

For Inshore Regattas only, the entrant shall nominate a Shoreside Contact. This person must be available on the phone number(s) supplied to the RORC throughout the regatta and shall not be a Competitor. In an emergency the RORC will phone the Shoreside Contact who shall act as the link on behalf of the crew. The Shoreside Contact shall hold the Emergency Contact details for all of the crew. A Shoreside Contact form is available on the Documents Page.

#### 1.7.2 OFFSHORE CREWLIST

For Offshore Races an Offshore Crewlist complete with full Emergency Contact details shall be supplied to the RORC through SailGate. A boat shall not sail with a crew member who has not accepted their invitation to race and who has not completed their personal details and emergency contact details on SailGate.

#### 1.7.3 Experience Requirement

For OSR Category 0, 1 and 2 races there are Experience Qualification Requirements. See Part 2 for details.

#### 1.7.4 Training Requirement

There are basic training requirements for all Categories of Race. See section 6 of the World Sailing Offshore Special Regulations for full details.

For OSR Category 0, 1 and 2 races and for two-handed boats the RORC will ask the crew to provide evidence of training to OSR Section 6. This is the World Sailing (ISAF) Offshore Crew Safety Course. Equivalent qualifications may be accepted. For details of the Training Requirements for a race see the appropriate race page in Part 2.

#### 1.7.5 First Aid Requirement

There are requirements for First Aid training in all Categories of Race. See OSR 6.04 and 6.05.

For OSR Category 0, 1 and 2 races the RORC will ask the crew to provide evidence of First Aid training to OSR Section 6.

#### 1.8 RACE ENTRY

#### 1.8.1 ENTERING A RACE

A Competitor shall enter a RORC race using SailGate, the online entry system. Submission of an entry will not guarantee a place in a race; all other entry requirements must be completed to the satisfaction of the RORC.

#### 1.8.2 PAYMENT

Payment of the race entry fee shall be received by the RORC (allowing time for funds to clear where a bank transfer is used) on or before the Closing Date.

OSR Category	Category 1	Category 2	Category 3	Inshore
STIX minimum	32	32	23	14
AVS minimum	130-0.002*m	130-0.002*m	130-0.005*m	90
SSS minimum	35	28	15	10

Where m is the boat's Minimum Sailing Weight

\*More information about Safety and Stability Indices can be found at http://ircrating.org/

Credit/debit cards are accepted through the online entry system or by telephone. The RORC may accept other payment methods.

#### 1.8.2.1 Late Payment

When Entry Fees are received after the Closing Date, a Late Entry Fee may be charged. See NoR 1.8.5

#### 1.8.3 CANCELLATIONS AND REFUNDS

Cancellations before the Closing Date will be eligible for a full refund of the race entry fee.

Cancellations after the Closing Date will be eligible for a refund of 50% of the standard race entry fee.

If the Person in Charge fails to notify the RORC of cancellation as described above he/she shall pay the full fee without refund unless good reason can be shown.

Refunds will be sent to the credit card used for payment. For payments made by other means, refunds will be made against a written claim that must be received no later than Monday 31st December 2018.

#### 1.8.4 STANDARD ENTRY FEES - SHOWN IN STERLING

#### 1.8.5 LATE ENTRY FEES

Entries after the Closing Date and at least 48 hours before the start may be accepted on payment of an additional sum of half the standard entry fee.

#### 1.9 COURSES

Courses will be outlined in Part 2 and detailed in the Sailing Instructions.

The Race Committee may set different courses for different Classes. In this instance the results in IRC Overall will be calculated on Corrected Time for the longest course using a boats average speed. This changes RRS A3.

LH (LOA) (m)		Offshore Wee	kend Races	Inshore F	Regattas	Sevenstar Round Britain and IrelandRace		
		Non-Members	Members (Discount)	Non-Members	Members (Discount)	Non-Members	Members (Discount)	
Below 9.00		85	59 (26)	207	144 (63)			
9.00	9.99	97	67 (30)	244	171 (73)	344	240 (104)	
10.00	10.99	110	77 (33)	281	196 (85)	406	284 (122)	
11.00	11.99	129	90 (39)	340	238 (102)	469	328 (141	
12.00	12.99	147	102 (45)	391	273 (118)	567	396 (171	
13.00	13.99	185	129 (56)	508	355 (153)	653	457 (196	
14.00	14.99	216	151 (65)	610	420 (181)	848	593 (255	
15.00	15.99	285	199 (86)	808	565 (243)	1004	702 (302	
16.00	16.99	372	260 (112)	1069	748 (321)	1348	1015 (333	
17.00	17.99	480	336 (144)	1394	1061 (333)	1784	1451 (333	
18.00	18.99	642	449 (193)	1878	1545 (333)	2322	1989 (333	
19.00	19.99	673	471 (202)	1971	1638 (333)	3131	2798 (333	
20.00	20.99	706	494 (212)	2069	1736 (333)	3286	2953 (333	
21.00	21.99	743	519 (224)	2179	1846 (333)	3447	3114 (333	
22.00	22.99	773	540 (233)	2272	1939 (333)	3630	3297 (333	
23.00	23.99	805	563 (242)	2369	2036 (333)	3786	3453 (333	
24.00	24.99	836	585 (251)	2463	2130 (333)	3947	3614 (333	
25.00	25.99	874	611 (263)	2573	2240 (333)	4107	3774 (333	
26.00	26.99	906	634 (272)	2670	2337 (333)	4291	3958 (333	
27.00	27.99	937	655 (282)	2763	2430 (333)	4451	4118 (333	
28.00	28.99	968	677 (291)	2857	2524 (333)	4626	4293 (333	
29.00	29.99	1007	704 (303)	2970	2637 (333)	4761	4428 (333	
30.00	30.50	1044	730 (314)	3085	2752 (333)	4951	4618 (333	

Note: A discount of 30% of the race entry fee is applied for RORC Members. The discount is capped at the value of an ordinary UK member subscription (£333) and this is applied to each race entry fee. For the 2H National Championship the entry fee is £165/£200 (late entry)

#### 1.10 PENALTIES

#### 1.10.1 TAKING A PENALTY (RRS 44)

Unless changed by the Sailing Instructions, the penalty for breaking a rule of RRS Part 2 shall be a Two Turns Penalty as permitted and described in RRS 44.2. When the right-ofway rules of IRPCAS apply (between the hours of local sunset and local sunrise), the penalty for a breach shall be a scoring penalty in accordance with RRS 44.3. Penalties shall be 10 minutes added to a boats corrected time. A scoring penalty shall be declared on the boats Declaration Form and the Race Committee notified at the finish. This adds to RRS 44.3.

#### 1.10.2 PENALTIES FOR INFRINGEMENTS OF OTHER RULES

Penalties for infringements of other rules will be detailed in the Sailing Instructions.

#### 1.11 COMMUNICATION

A boat may, without infringing RRS 41, request and receive repetition of information broadcast by the Race Committee, or be told whether or not a broadcast has been made.

#### 1.11.1 RRS 41 – OUTSIDE HELP

Rule 41(c) is replaced by:

#### Number of Starters

"A boat shall not receive help from any outside source, except (c) help in the form of information which is freely available to all boats, which shall include navigational, weather, tide or current information from any source which is available to all boats whether or not by payment of a fee or subscription, but shall not include any information gathered or the subject of interpretation by, or any advice received from, any source not on board the boat and which is specific to the boat and her situation."

By way of example and interpretation: downloading charts, weather and/or tidal GRIB files from subscription services, or having such information passed to the boat in its pure form, is permitted **but receiving messages or information which is the result of interpretation as it applies to the boat is not permitted.** 

#### 1.12 SCORING

#### 1.12.1 INSHORE REGATTAS

In an *Inshore Regatta* the low point system of RRS Appendix A will apply. Discards for Inshore Regattas are described in Part 2.

1.12.2 OFFSHORE RACES

#### 1.12.2.1 RORC Points Table - Based on the Cox-Sprague System

Num	Number of Starters																		
10	11	12	13	14	15	16	17	18	19	20+	Place	Place	Pts.	Place	Pts.	Place	Pts.	Place	Pts.
90	91	92	93	94	95	96	97	98	99	100	1	21	58.5	27	55.5	33	52.5	39	49.5
84	85	86	87	88	89	90	91	92	93	94	2	22	58.0	28	55.0	34	52.0	40	49.0
80	81	82	83	84	85	86	87	88	89	90	3	23	57.5	29	54.5	35	51.5	41	48.5
76	77	78	79	80	81	82	83	84	85	86	4	24	57.0	30	54.0	36	51.0	42	48.0
73	74	75	76	77	78	79	80	81	82	83	5	25	56.5	31	53.5	37	50.5	42	47.5
70	71	72	73	74	75	76	77	78	79	80	6	26	56.0	32	53.0	38	50.0	etc.	etc.
68	69	70	71	72	73	74	75	76	77	78	7								
66	67	68	69	70	71	72	73	74	75	76	8	DNF or RAF = 10 pts.							
64	65	66	67	68	69	70	71	72	73	74	9	DNC, DNS, DSQ, DNE, DGM = 0 pts.							
62	63	64	65	66	67	68	69	70	71	72	10	After place 50, points reduce for each subsequent							
	61	62	63	64	65	66	67	68	69	70	11	place	by 0.3	to a fla	t minin	num of	11.0		
		60	61	62	63	64	65	66	67	68	12								
			59	60	61	62	63	64	65	66	13								
				59	60	61	62	63	64	65	14								
					59	60	61	62	63	64	15								
						59	60	61	62	63	16								
							59	60	61	62	17								
								59	60	61	18								
									59	60	19								
										59	20								

Points obtained from the table (excluding points for DNF or RAF which are always 10) are multiplied by the points factor. Details can be found in Part 2 of this Notice of Race. Note: For points factors in series scores see: 1.13.1.1 Season's Points Championship Trophies and Special Awards.

The scoring system for Offshore Races will be the High Points System below; RRS Appendix A is changed: paragraphs A2 and A9 shall not apply.

#### 1.12.2.2 RRS A3 – Scoring

The final sentence in RRS A3 – Scoring is modified to read "However, when a handicap or rating system is used a boat's corrected time, rounded to the nearest second, shall determine her finishing place". When IRC Classes sail different courses the IRC Overall result will be determined by Corrected Time for the longest course using a boat's average speed. The Course Distances will be determined by the Race Committee.

#### 1.12.2.3 RRS A11 – Scoring Abbreviations

RRS A11 – Scoring Abbreviations is changed to add: RAF – Retired after finishing.

#### 1.12.3 NUMBER OF RACES

A minimum of three races must be completed to constitute a series.

#### 1.13 TROPHIES AND PRIZES

The interpretation of the terms of award for all trophies and prizes will be made by the RORC Committee, whose decision is final. Trophies will only be awarded to boats which have completed the relevant races. When no boat qualifies to win a particular trophy the Race Committee may, at its discretion, award it otherwise.

The Club holds the winners of trophies and their cases (where appropriate), responsible for all damage or loss and strongly recommends that winners take out adequate insurance. Winners are responsible for having the trophy suitably

engraved, and are also liable for all return carriage costs. If a trophy is returned without engraving or without its case (where appropriate), the RORC reserves the right to charge the cost of the engraving and/or replacing the case (where appropriate) to the winner. Trophies shall be returned to the Club when requested by the Race Office.

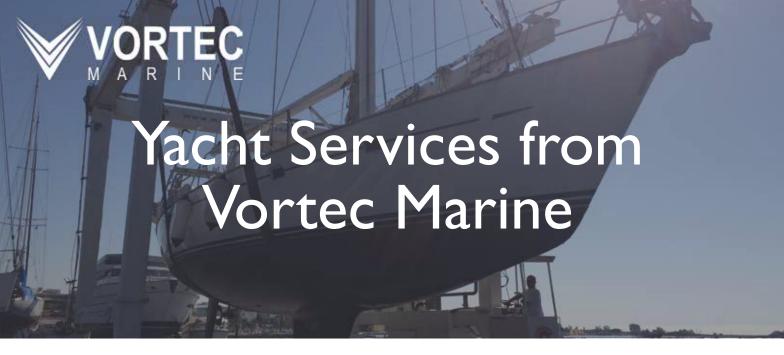
#### 1.13.1 SEASON'S POINTS CHAMPIONSHIP TROPHIES AND SPECIAL AWARDS

The Annual Challenge Trophies and Special Awards will be presented at the Annual Dinner.

#### 1.13.1.1 SEASON'S POINTS CHAMPIONSHIP CLASS TROPHIES

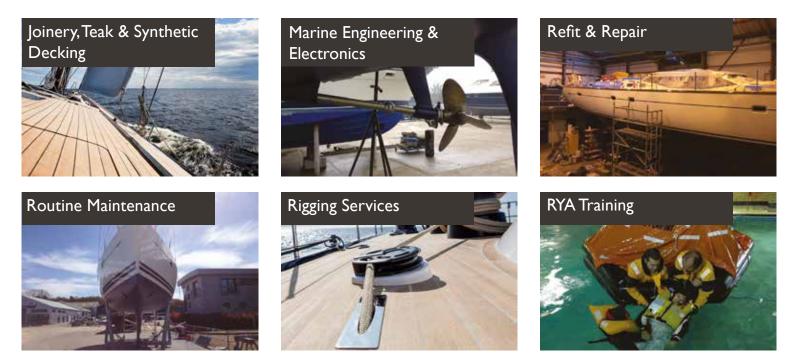
A boat's best high points factor race will be scored at the points factor shown in 1.1 Programme, further high points factor races will be scored at 1.0. A boat's best five Offshore Races to count.

Trophy	Presented for	2017 Winner
Europeans Cup	IRC Zero	Lady Mariposa, Lady Mariposa Racing Inc.
Trenchemer Cup	IRC One	Ino XXX, James Neville
Emily Verger Plate	IRC Two	Pintia, Gilles Fournier
Grenade Goblet	IRC Three	Dream Pearls, Arnaud Delamare and Eric Mordret
Cowland Tropy	IRC Four	Foggy Dew, Noel Racine
Psipina Trophy	Two-Handed Class	Bellino, Rob Craigie
Boyd Trophy	Mixed Two-Handed Division	Bellino, Rob Craigie
RORC Decanter	Multihull	Phaedo <sup>3</sup> , Lloyd Thornburg
The Concise Trophy	Class 40	Campagne De France, Halvard Mabire
Oldland/Watts Aquadanca Trophy	For the Sigma 38 wih the highest Season's Points	With Alacrity, Chris Choules
J/109 RORC Trophy	For the J/109 with the highest score from her best five points races including the Rolex Fastnet Race.	Jelenko, Trevor Sainty



Vortec Marine is a leading yacht service, repair and maintenance centre on the South Coast.

Accredited as an Authorised Service Centre for Nautor's Swan and an Oyster World Rally Service Partner, Vortec Marine's experienced team provide high quality service and workmanship on sailing and motor yachts of all makes and sizes from workshops in Port Solent, Endeavour Quay, (Portsmouth) and Universal Marina, Hamble.



Whether you are looking for a full refit, rig-replacement, damage repair, interior remodelling, routine servicing, winterisation or professional RYA training, contact Vortec Marine for a quote on 01489 854 850 or info@vortecmarine.com.

Vortec Marine at Port Solent info@vortecmarine.com 01489 854850

www.vortecmarine.com

Vortec Marine at Endeavour Quay info@vortecmarine.com 01489 854850

Vortec Marine at Universal Marina universal@vortecmarine.com 01489 854792







#### 1.13.1.2 SEASON'S POINTS CHAMPIONSHIP TROPHIES - IRC

A boat's best high points factor race will be scored at the point's factor shown in 1.1 Programme, further high points factor races will be scored at 1.0. All Offshore Races to count.

Trophy	Presented for	2017 Winner				
Jazz Trophy	IRC Overall	Lisa, Nick & Suzi Jones (sailed by Michael Boyd)				
Keith Ludlow Trophy	Navigator of the IRC Overall Yacht	Neil Morton/Tom Needham, Lisa				
David Fayle Memorial Cup	Best Sailing School Yacht	Lancelot II, Sailing Logic				
Serendip Trophy	Best Series Produced Yacht	Lisa, Nick & Suzi Jones (sailed by Michael Boyd)				
	The Serendip Trophy will be presented to the best Cruiser/Racer series produced yacht as decided by the Committee.					
Haylock Cup	Best British Service Yachts	British Soldier, Army Sailing Association				
Stradivarius Trophy	Best Overseas Yacht	Pintia, Giles Fournier & Corinne Migraine				
Arambalza Swan Cup	Best Swan	Pomeroy Swan, Paul Kavanagh				
Alan Paul Trophy	Consistent high performance Sunrise, Thomas Keen					
		tal fleet overall points (all races to count) plus R-R]] when R=races completed. Class Season's				

#### 1.13.1.3 SPECIAL AWARDS

Trophy	Presented for	2017 Winner					
Somerset Memorial Trophy	Yacht of the Year	Lisa, Nick & Suzi Jones (sailed by Michael Boyd)					
	Awarded for outstanding racing achievement by a yacht owned or sailed by a RORC member as voted for by the RORC Main Committee.						
Assuage Trophy for RORC		Pintia, Gilles Fournier					
Members	Overall in the Cherbourg Race plus her	RORC member, with the most RORC points in IRC best three races taken from Cervantes, Morgan nard St Malo Races. In each of the races an t yacht on IRC Overall points.					
Highwayman Cup		Hooligan VII, Edward Broadway					
	Best Elapsed time of an IRC yacht in the Cervantes Trophy, Morgan Cup, Cowes Dinard St Malo and Cherbourg races.						
Duncan Munro Kerr Youth		Tom Needham, Lisa					
Challenge Trophy	For a youth crew member who has completed the most RORC miles in the current season on a yacht which on Season's Points finishes in the top three of her IRC class. The crew member must be between 15 and 25 (inclusive) on 1st January 2017. In the event of equal mileage the younger crew member wins.						
Peter Harrison Youth Trophy		Ino XXX, James Neville					
	For yachts racing under IRC with a minimum of 33% (rounded up) of the crew under the age of 25 on the 1st January 2017. Highest points score from any 3 <i>Offshore Races</i> in which the crew were youth as above. Two-Handed yachts are only eligible if both crew members are youth as above.						
Dennis P Miller Memorial Trophy	British Yacht Overseas	Hugo Boss, Vendée Globe, Alex Thomson					
Seamanship Trophy	Outstanding Act of Seamanship	Conrad Colman, Vendee Globe					
Freddie Morgan Trophy	Classic Yacht in IRC	Pomeroy Swan, Paul Kavanagh					
The Beken Trophy	Concours d'Elegance in RORC Races	Kialoa II, Patrick Broughton					
Meritorious Award	Outstanding Keelboat Performance by a RORC Member	British SB20 team at the 2017 Worlds, Jerry Hill					
The Pera Awards	Pera Awards may be given to yachts which receive redress for rendering assistance during a race.	Not Awarded					

#### 1.13.2 RACE PRIZES AND TROPHIES

#### 1.13.2.1 Trophies

The trophies to be awarded for a race are listed in Part 2.

#### 1.13.2.2 Prizes

RORC medallions will be presented as prizes for each *Class* as follows:

Number of starters	6 - 8	9 - 15	16 - 24	25 or more
Prizes	2	3	4	5

#### 1.13.2.2.1 Low Number of Starters

When there are less than 6 starters in a Class it may be combined for prizes with the neighbouring least numerous Class.

#### 1.13.2.2.2 High Number of Starters

When there are more than 30 starters in a Class it may be sub-divided for prizes.

#### 1.14 RACE ENTRY DECLARATION

The Person in Charge for each race shall agree to the terms of the declaration below using SailGate, the online entry system.

#### Race Entry Form Declaration to be signed by every Person in Charge.

To the best of my knowledge the information I have given is accurate. I understand that Yacht Racing can be dangerous. I agree that the RORC, organising clubs, the Rolex SA, the Rolex UK, sponsors and their agents, have no responsibility for loss of life or injury to members or others, or for the loss of, or damage to any vessel or property. I have paid particular attention to and agree to be bound by Special Regulation 1.02 and I have read and understand and where appropriate agree to be bound by RORC NoR 1.4 Responsibility. Before racing I will affect adequate and suitable insurance. Before racing I will ensure that my crew is aware of:

- the undertaking in this Declaration
- the importance of effecting appropriate personal insurance
- their responsibility in rules observance, and in particular RRS 1.2 (wearing personal floatation devices adequate for the conditions). See also RORC Prescription to the World Sailing Offshore Special Regulations 5.01.5.

I agree to be bound by RRS, RYA Prescriptions and this Notice of Race including RORC Prescriptions, World Sailing Offshore Special Regulations and other applicable rules. The boat will be available for inspection. If any alteration likely to affect the handicap or rating is made, e.g. to sails, rig, mast, ballast, trim, engine or propeller, I will notify the Rating Authority and Race Committee immediately. I will ensure that no crew member races contrary to the terms of any ban imposed by World Sailing, a National Authority or the RORC.

I understand and agree that the information given in this race entry and also the race entry lists and results will be maintained on the Club's computer to be used for all aspects of race organisation.

#### 1.15 INSURANCE

Boats shall be adequately and suitably insured before racing.



Photos: RORC/Paul Wyeth/www.pwpictures.com

# Partie

#### INTRODUCTION

Part 2 of this Notice of Race gives details of the rules which apply to specific races and may change the rules of Part 1. The rules of Parts 1 and 2 may be changed in the Sailing **Instructions.** 

**Note:** The paragraph numbering in Part 2 has been done to achieve consistency through Part 2 so the numbering in an individual Race may not be sequential.

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### Royal Ocean 🚱 Racing Club

Telephone: +44 (0) 1983 295144 Racing Email: racing@rorc.org www.rorc.org www.caribbean600.rorc.org



Antigua Yacht Club yachtclub@candw.ag

## 10th Anniversary RORC CARIBBEAN 600

A 600 mile, Category 3 with liferaft, offshore race around the Caribbean Leeward Islands starting and finishing in Antigua. Classes include IRC, Superyacht, Spirit of Tradition, Class 40 and Multihull.

Monday 19th February 2018

## **Rolex China Sea Race**

For information only. See event Notice of Race.

#### **ORGANISING AUTHORITY**

The Royal Hong Kong Yacht Club (RHKYC) in co-operation with the Manila Yacht Club and with the finish hosted by Subic Bay Yacht Club. The race is run under the auspices of the Royal Ocean Racing Club (RORC) and the RHKYC Offshore Prescriptions.

#### **RACE DATE**

Start: Wednesday 28th March 2018

#### WEBSITE

www.rolexchinasearace.com



## **RORC Easter Challenge**

#### 2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club with the support of North U Regatta Services.

#### 2.2 REGATTA DATE

Friday 30th March – Sunday 1st April 2018

#### 2.2.1 PROGRAMME

Up to 9 races are scheduled.

Date	Time	Event	HW (Portsmouth)
Friday	1055	Practice Starts	
30th March	1150	First Warning Signal	1121 4.6m
Saturday 31st March	1020	First Warning Signal	1204 4.7m
Sunday 1st April	1020	First Warning Signal	1247 4.7m

#### 2.2.2 COACHING

Coaching support will be provided with post-race debriefing and on-the-water advice during racing.

RRS 41 - Outside Help will not apply.

#### 2.3 CLASSES

**IRC**. The class bands used in this regatta may differ from the season's offshore class bands.

#### 2.3.1 BUNK CUSHIONS

As allowed under IRC Rule 22.1.1, boats competing in the RORC Easter Challenge will not be required to carry their bunk cushions.

#### 2.4 ENTRY

Entry opens at 1200 on Monday 8th January 2018



Photo: RORC/Paul Wyeth/pwpictures.com

#### 2.5 CLOSING DATE/RATING DEADLINE

Closing Date and Rating Deadline: Thursday 22nd March 2018

### 2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Appendix B Inshore Racing plus VHF Radio.

#### 2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

#### 2.11 COURSE(S)

Racing will take place in the Solent, using a variety of windward / leeward and round the buoys courses. Racing will be provided to test the performance of a boat and its crew, whilst sailing all angles of the wind. Downwind and reaching starts may be used.

(continued overleaf)

#### 2.13 SCORING

A maximum of nine races are scheduled, of which one race is required to be completed to constitute a series. Scoring will be in accordance with Appendix A of the Racing Rules of Sailing, except that all race scores will count. This changes RRS A2.

#### 2.14 RACE PRIZES AND TROPHIES

#### 2.14.1 TROPHIES

Trophy	Awarded for
Red Funnel Prix d'Elegance	Best turned out boat and crew – to be decided by the Race Committee
East Wind Trophy	The lowest rated boat in IRC Four to come in the top three of her class overall

#### 2.14.2 PRIZES

RORC Easter Challenge Prizes for all classes by race.

#### 2.15 PRIZE GIVING

The Prize giving will be held at 1600 on Sunday 1st April 2018 at the RORC Cowes Clubhouse, The Parade, Cowes.

#### **NOTICES TO COMPETITORS**

(Notices are for information and do not rank as part of this Notice of Race)

#### Coaching

To register your interest and get further information email the RORC - racing@rorc.org

Only the boats which have registered their interest will be targeted for specific observation and video work. There will be a coaching debrief of the day's racing in the RORC Cowes Clubhouse ASAP after racing on both Friday and Saturday.

#### Social

All Competitors will be welcome at the RORC Cowes Clubhouse during the event. For details of accommodation and dining facilities please contact the Clubhouse. Additional social arrangements will be published in the Sailing Instructions.

Telephone: +44 1983 293581

Email: cowes@rorc.org

## **Cervantes Trophy Race**

#### 2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club in association with the Société des Régates du Havre and the Royal Yacht Squadron.

#### 2.2 RACE DATE

Start: Saturday 5th May 2018. First Warning Signal: 0850 from the RYS Cowes, to the East. HW: Portsmouth 1549 4.3m

#### 2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

#### 2.4 ENTRY

Entry opens at 1200 on Monday 8th January 2018

#### 2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 19th April 2018 Rating Deadline: Thursday 26th April 2018

#### 2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 with RORC Prescriptions plus Category 2 liferaft and AIS Transponder. See NoR 1.5.6

#### 2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

#### 2.11 COURSE

Cowes - Le Havre via marks. Approximately 110-160 nautical miles.

#### 2.12 BERTHING

Free berthing may be available in the Le Havre marina for the Saturday and Sunday for boats competing in the race.



#### 2.13 SCORING

Points Factor: 1.00. See NoR 1.12

#### 2.14 RACE PRIZES AND TROPHIES 2.14.1 TROPHIES

Trophy	Awarded for
Cervantes Trophy	BCT IRC
Thalassa Cup	IRC One
Noryema VII Cup	IRC Two
Vashti Goblet	IRC Three
Kinross Trophy	IRC Four
SRH Cup	Two-Handed Class

#### 2.14.2 PRIZES

IRC Zero, Class40, Multihull. RORC Medallions.

#### 2.15 PRIZE GIVING

Sunday 6th May 2018 at 1200 (local time) at the Société des Régates du Havre. RORC medallions will be presented at 1930 on Tuesday 3rd July, at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

#### **NOTICES TO COMPETITORS**

(Notices are for information and do not rank as part of this Notice of Race)

#### Race Office

**Finish:** RORC Representative: c/o Société des Régates du Havre, Port de Yachts, Quai Eric Tabarly, 76600 Le Havre. Telephone: +33 2 35 42 41 21

#### **RORC Cowes Clubhouse**

Dinner reservations can be made with the Cowes Clubhouse for the evening of Friday 4th May 2018. Please contact the Cowes Clubhouse directly for further information.

Telephone : +44 1983 293581

Email: cowes@rorc.org

## **North Sea Race**

#### 2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club, in association with the Royal Harwich Yacht Club, the East Anglian Offshore Racing Association, the Yacht Club Scheveningen and Foundation North Sea Regatta.

#### 2.2 RACE DATE

Start: Friday 11th May 2018. First Warning Signal: 1220, near the entrance of Harwich Harbour. **HW:** Harwich 0922 3.4m

#### 2.3 CLASSES

IRC, IRC Two-Handed, ORC, ORC Two-Handed, Class40, Multihull

#### 2.4 ENTRY

Entry opens at 1200 on Monday 8th January 2018. Even if a boat is entered into the Vuurschepenrace (North Sea Regatta) it must enter the North Sea Race through RORC's online entry system Sailgate. See NoR 1.7.

#### 2.4.1 ENTRY DISPENSATION FOR BOATS COMPETING IN THE VUURSCHEPENRACE

Boats entered into the North Sea Race are not required to lodge a World Sailing Offshore Special Regulations checklist if they have competed in the Vuurschepenrace and have been inspected.

#### 2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 26th April 2018 Rating Deadline: Thursday 3rd May 2018

#### 2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

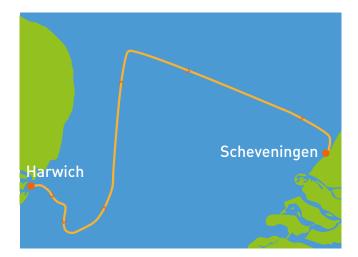
Category 3 with RORC Prescriptions, plus Category 2 liferaft and AIS Transponder. See NoR 1.5.6

#### 2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

#### 2.11 COURSE

Harwich to Scheveningen via Smith's Knoll Buoy. The full course including all other marks will be detailed in the Sailing Instructions. Approximately 180 nautical miles.



#### 2.13 SCORING

Points Factor: 1.2. See NoR 1.12

#### 2.14 RACE PRIZES AND TROPHIES 2.14.1 IRC TROPHIES

Trophy	Awarded for
Goeree Challenge Cup	BCT IRC
Wylie Trophy	IRC Zero
Lutine Trophy	IRC One
Joannes Pompejus Memorial Cup	IRC Two
Carter Ruck Trophy	IRC Three
Jan Moreton Salver	IRC Four
Golden Dragon Trophy	Two-Handed Class
Smith's Knoll Trophy	First long course yacht at Smith's Knoll Buoy
City of the Hague Trophy	Best yacht from Yacht Club Scheveningen
C70 Trophy	The Netherlands vs Great Britain

(continued overleaf)

#### 2.14.2 ORC TROPHIES

Trophies will be allocated to ORC classes once the class splits for the race have been decided.

#### Trophy

Zwerver Cup

Lora Challenge Cup

#### Veerhaven Trophy

#### 2.14.3 RORC PRIZES

Class40, Multihull. RORC Medallions.

#### 2.15 PRIZEGIVING

Sunday 13th May 2018, 1600 (local time) in Scheveningen. All crews welcome.

#### 2.16 TRACKING

It will be mandatory for boats to carry an Offshore Tracker unit for the North Sea Race. The units are standalone and will be provided by the RORC. The entry fee includes tracking however in the event of loss or failure to return the tracker Competitors will be liable for the rental or replacement costs (£750).

#### **NOTICES TO COMPETITORS**

(Notices are for information and do not rank as part of this Notice of Race).

#### **Race Office**

**Start:** Royal Harwich Yacht Club, Woolverstone, Ipswich, Suffolk, IP9 1AT

Telephone: +44 1473 780 319

**Finish:** RORC Representative: c/o Yacht Club Scheveningen, Hellingweg136, 2583 DX, Scheveningen, The Netherlands. Telephone: +31 651134452

North Sea Regatta 2017: IRC and ORC Regatta

- 8th May: Vuurschepen Race, Scheveningen Harwich
- 11th May: North Sea Race (RORC), Harwich Scheveningen
- 18th 20th May: Inshore Races Scheveningen

Competitors in the Vuurschepen/Harwich Race and/or the North Sea Race and/or North Sea Regatta inshore races may be entitled to a discount of 25% of the regular mooring fees in the Jachtclub Scheveningen marina during their total stay in Scheveningen in connection with the regattas.

For further information about the North Sea Regatta contact: Foundation North Sea Regatta 2017, Hellingweg136, 2583 DX, Scheveningen, The Netherlands

Telephone: +31 (70) 322 71 79

Email: info@nsr.nl

Website: www.nsr.nl

## Vice Admiral's Cup

For information only. See event Notice of Race at www.rorc.org This event held in the Solent is designed for class racing and closely banded IRC classes with a mixture of windward/ leeward and round the cans races. A social programme will be based at the RORC Cowes clubhouse. Among the classes expected in 2018 are Impala, SB20, Quarter Ton and Diam 240D.

#### **ORGANISING AUTHORITY**

Royal Ocean Racing Club

#### **RACE DATE**

Friday 18th – Sunday 20th May 2018



Photo: RORC/Rick Tomlinson

## Myth of Malham Race

#### 2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club in association with the Royal Yacht Squadron.

#### 2.2 RACE DATE

Start: Saturday 26th May 2018. First Warning Signal: 1020, RYS Cowes, to the West. **HW:** Portsmouth 0956 4.2m

#### 2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

#### 2.4 ENTRY

Entry opens at 1200 on Monday 8th January 2018

#### 2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 10th May 2018 Rating Deadline: Thursday 17th May 2018

#### 2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 with RORC Prescriptions, plus Category 2 liferaft and AIS Transponder. See NoR 1.5.6

#### 2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

#### 2.11 COURSE

Solent to Eddystone Lighthouse then return to Solent. Approximately 235 - 256 nautical miles.

#### 2.13 SCORING

Points Factor: 1.20. See NoR 1.12

#### 2.14 RACE PRIZES AND TROPHIES

#### 2.14.1 TROPHIES

Trophy	Awarded for
Myth of Malham Cup	BCT IRC
Loujaine Cup	IRC One
Jamarella Trophy	IRC Two
Maid of Malham Cup	IRC Three
Ernest Moore Plate	IRC Four
Ville D'Hyeres Trophy	Two-Handed Class



#### 2.14.2 RORC PRIZES

IRC Zero, Class40, Multihull; RORC Medallions.

#### 2.15 PRIZEGIVING

Trophies and RORC Medallions will be presented on Tuesday 18th July, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

#### **NOTICES TO COMPETITORS**

(Notices are for information and do not rank as part of this Notice of Race).

#### **RORC Cowes Clubhouse**

Dinner reservations can be made with the Cowes Clubhouse for the evening of Friday 25th May 2018, and breakfast orders for the morning of the start on Saturday 26th May 2018. Please contact the Cowes Clubhouse directly for further information. Telephone : +44 1983 293581

Email : cowes@rorc.org

## Bank of England Regatta

For information only. See event Notice of Race at www.rorc.org An annual event run from the clubhouse line in Cowes and incorporating an IRC pursuit race.

#### **ORGANISING AUTHORITY**

Royal Ocean Racing Club

#### **RACE DATE**

Saturday 26th - Sunday 27th May 2018



Photo: RORC/Paul Wyeth/pwpictures.com

## IRC European Championship

For information only. See event Notice of Race at www.rorc.org

#### 2.2 CHAMPIONSHIP DATES

Friday 8th June – Saturday 16th June 2018 in Cowes, Isle of Wight

#### PROVISIONAL PROGRAMME

Up	to	10	races	are	sch	eduled	

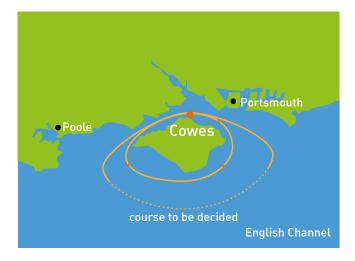
Date	Time	Event	HW (Portsmouth)
Sunday 10th June	1025	First Warning Signal	0915 3.9m
Monday 11th June	0955	First Warning Signal	1005 4.3m
Tuesday 12th June	1025	First Warning Signal	1052 4.5m
Wednesday 13th June	1025	First Warning Signal	1138 4.7m
Friday 15th June	1025	First Warning Signal	1314 4.8m
Saturday 16th June	1025	First Warning Signal	1406 4.8m

#### 2.3 CLASSES

**IRC Endorsed.** The class bands used in this regatta may differ from the season's offshore class bands.

#### 2.4 ENTRY

Entry opens at 1200 on Monday 8th January 2018.



#### 2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 24th May 2018 Rating Deadline: Thursday 31st May 2018

#### 2.11 COURSES

Racing will take place in The Solent and English Channel, using a variety of windward / leeward and round the buoys courses.

#### 2.12 BERTHING

Berthing for competitors will be provided from 12:00 on Friday 8th June until 12:00 on Sunday 17th June. Berthing outside those dates and for tenders, accommodation boats etc should be booked directly with Cowes Yacht Haven - Tel. +44 1983 299 975

## East Coast Race

For information only. See event Notice of Race at www.eaora.org.uk

#### **ORGANISING AUTHORITY**

East Anglian Offshore Racing Association in association with the West Mersea Yacht Club and the Royal Ocean Racing Club

#### **RACE DATE**

Start: Thursday 21st June 2018

#### COURSE

Harwich to Oostende. Approximately 75 nautical miles

#### **RORC SEASON'S POINTS CHAMPIONSHIP**

The East Coast Race is part of the RORC Season's Points Championship – Points Factor 1.0. See this NoR 1.1 & 1.12.

#### WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 plus Category 2 liferaft.



## Morgan Cup Race

#### 2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club in association with the Royal Thames Yacht Club and the Royal Yacht Squadron

#### 2.2 RACE DATE

Start: Friday 22nd June 2018. First Warning Signal: 1850, from the RYS Cowes, to the West. HW: Portsmouth 2008 4.3m

#### 2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

#### 2.4 ENTRY

Entry opens at 1200 on Monday 8th January 2018

#### 2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 7th June 2018 Rating Deadline: Thursday 14th June 2018

#### 2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 with RORC Prescriptions, plus Category 2 liferaft and AIS Transponder. See NoR 1.5.6

#### 2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.



#### 2.11 COURSE

Suitable course(s) will be designed to last between 24 and 36 hours. The race area will be defined in the Sailing Instructions and the Race Committee will design the course(s) in the light of prevailing weather conditions. The race will finish in Dartmouth.

#### 2.13 SCORING

Points Factor: 1.00. See NoR 1.12

(continued overleaf)

#### 2.14 RACE PRIZES AND TROPHIES

#### 2.14.1 TROPHIES

Trophy	Awarded for
Royal Thames Yacht Club Morgan Cup	BCT IRC
RTYC Knightsbridge Cup	IRC One
RTYC Queenborough Cup	IRC Two
RTYC Charles Ball Challenge Cup	IRC Three
RTYC Warsash Cup	IRC Four
RTYC Colin Campbell Challenge Cup	Two-Handed Class
RORC Salver	First Yacht Home

#### 2.14.2 RORC PRIZES

IRC Zero, Class40, Multihull. RORC Medallions.

#### 2.15 PRIZEGIVING

The Morgan Cup trophies will be presented at the Royal Thames Yacht Club prize giving dinner (date TBC). RORC Medallions will be presented at 1930 on Tuesday 3rd July, at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

#### **NOTICES TO COMPETITORS**

(Notices are for information and do not rank as part of this Notice of Race).

#### **Race Office**

**Finish:** RORC Representative: c/o Priory St, Kingswear, Dartmouth TQ6 0AB.

Telephone: +44 1803 75249

## **Volvo Round Ireland Race**

For information only. See event Notice of Race at www.wicklowsailing.com

#### **ORGANISING AUTHORITY**

The Organising Authority is Wicklow Sailing Club (WSC) in association with the Royal Ocean Racing Club.

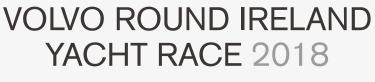
#### **RACE DATE**

Saturday 30th June 2018











#### June 30th 2018 Wicklow Sailing Club

Wicklow Sailing Club in conjunction with Volvo are celebrating its 20<sup>th</sup> Round Ireland.

IRC Class CK, Z, 1,2,3,4.
Class 5 Cruisers Hull Factor < 7.5
<ul>
Class 6 Two Handed
Class 40

Multihull - MOCRA Rating >1.1

Other classes maybe assigned

RORC points allocation: 1.4

Entries can be submitted at www.roundireland.ie

The skipper who accumulates the best overall points result across the three Volvo Round Ireland races 2016, 2018 and 2020, will be presented with a brand new Volvo V40 at the 2020 Volvo Round Ireland Race prize giving.

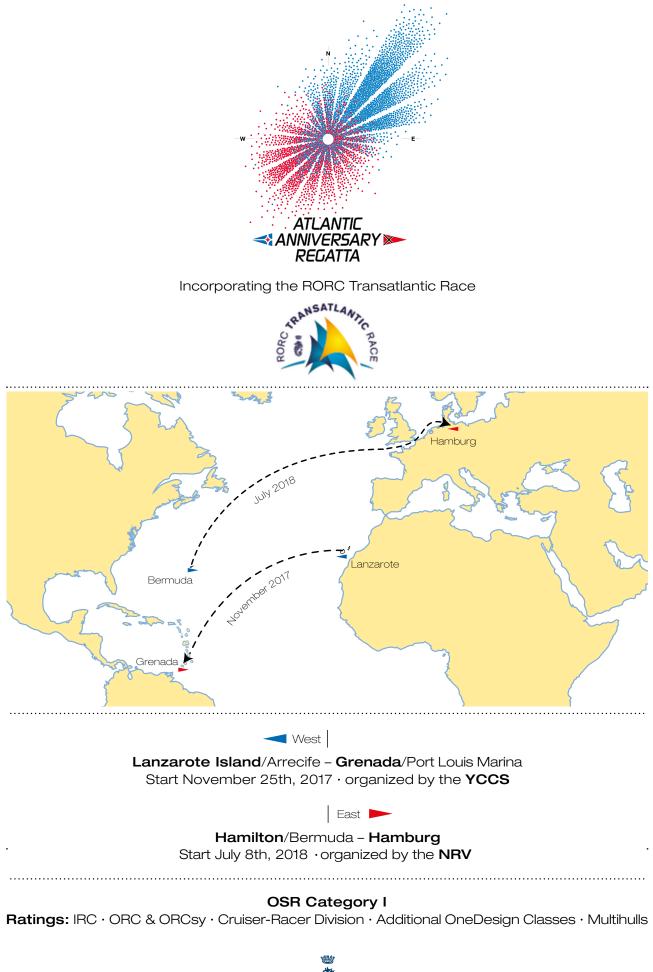
Further queries to info@roundireland.ie





Wicklow Sailing Club ROYAL IRISH YACHT CLUB

CALL FOR ENTRIES













## La Trinité Race

For information only. See event Notice of Race at www.snt-voile.org

#### **ORGANISING AUTHORITY**

Société Nautique de La Trinité-sur-Mer.

RACE DATE Monday 9th July 2018



# THE HAGUE OFFSHORE SAILING WORLD CHAMPIONSHIP



### 12-20 July 2018, The Hague, Netherlands

- Maximum 150 teams of 9-20m LOA
- 3 classes, maximum 50 teams per class
- 1 long offshore race (approximately 32-36 hours) Open to boats with ORCi CDL of 8.45-17.0
- 4 days inshore racing
- All teams race with IRC and ORCi certificates
- RORC and ORC will help in issuing certificates to boats not currently holding both, giving all the needed information on how to measure the boats

#### For more information see: www.offshoresailingworlds2018.com



## **Cowes Dinard St Malo Race**

#### 2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club in association with UNCL, Yacht Club de Dinard, Société Nautique de la Baie de St. Malo, Junior Offshore Group (JOG) and the Royal Yacht Squadron.

#### 2.2 RACE DATE

Start: Friday 13th July 2018. First Warning Signal: 0950, RYS Cowes, to the West. **HW:** Portsmouth 1127 4.3m

#### 2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

#### 2.4 ENTRY

Entry opens at 1200 on Monday 8th January 2018.

In co-operation with JOG the following arrangement applies to the Cowes-Dinard-St Malo Race this year: Boats in the JOG Offshore Championship may gain JOG points by a request to RORC before the race and payment of an additional £5 to which RORC add an additional contribution for the benefit of JOG.

#### 2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 28th June 2018 Rating Deadline: Thursday 5th July 2018

#### 2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 with RORC Prescriptions, plus Category 2 liferaft and AIS Transponder. See NoR 1.5.6.

#### 2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

#### 2.11 COURSE

Cowes – Casquets - Les Hanois – St Malo. Approximately 151 nautical miles.

#### 2.13 SCORING

Points Factor: 1.00. See NoR 1.12

#### 2.14 RACE PRIZES AND TROPHIES

#### 2.14.1 TROPHIES

Trophy	Awarded for
King Edward VII Cup	BCT IRC
Derek Boyer Trophy	2nd BCT IRC
Lloyds of London Salver	IRC Zero
Noryema Trophy	IRC One
Yeoman Bowl	IRC Two
Yacht Club de Dinard Trophy	IRC Three
IR Trophy	IRC Four
Slingshot Trophy	Two-Handed Class
Sandison Memorial Salver	1st Monohull Home



John West Trophy*	Club Challenge for two yacht teams scored in IRC Overall
Newcome Hoare Trophy*	Best IRC yacht on corrected time with 25% of the crew under 25
Roulette Trophy	Best Contessa 32 belonging to the Class Association
Spica Trophy*	Best IRC 4 boat, 38ft and under, with a crew made up of at least 3 family and friends
Yacht Club de France Shield	Awarded at the discretion of the Yacht Club de France
The Dinard Trophy	1st Multihull Home
Yachts and Yachting Cauldron	BCT MOCRA Rating Rule

\* These trophies are subject to specific extra conditions which are set out in a Trophy Application Form. To be eligible entrants must complete the form and lodge it with the RORC before the start of the race.

#### 2.14.2 PRIZES

Class40. RORC Medallions.

#### 2.15 PRIZEGIVING

Saturday 14th July 2018 at 1800 (local time), at the Société Nautique de la Baie de St. Malo. RORC medallions will be presented at 1930 on Tuesday 18th September, at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

#### **NOTICES TO COMPETITORS**

(Notices are for information and do not rank as part of this Notice of Race)

#### **RORC Cowes Clubhouse**

Dinner reservations can be made with the Cowes Clubhouse for the evening of Thursday 12th July 2018, and breakfast orders for the morning of the start on Friday 13th July 2018. Please contact the Cowes Clubhouse directly for further information.

(continued overleaf)

Telephone: +44 1983 293581 Email: cowes@rorc.org

#### **Race Office**

**Finish:** RORC representative, Société Nautique de la Baie de St. Malo, Quai de Bajoyer 5, 35400 St. Malo. Telephone: + 33 2 9920 2295 **Monohull Course Record:** 2015 Leopard in 11 hours 57 minutes and 53 seconds.

**Multihull Course Record:** 2015 Concise 10 in 9 hours 12 minutes and 35 seconds.

## **RORC Telegraph Bowl for XOD**

For information only. See event Notice of Race at www.rorc.org Five races over two days in the mid solent for the XOD fleets, 24 boats took part in 2017.

#### **ORGANISING AUTHORITY**

Royal Ocean Racing Club

#### **RACE DATE**

Saturday 21st – Sunday 22nd July 2018



Photo: RORC/Paul Wyeth/www.pwpictures.com

## **Cowes Keelboat Championship**

For information only. See event Notice of Race at www.cowesharbourcommission.co.uk/ccca

Four races over windward/leeward courses for the keelboat classes based in Cowes, including Daring's, Etchells, Dragons and RS Elite fleets.

#### **ORGANISING AUTHORITY**

Cowes Combined Classes and Associations

#### **RACE DATE**

Saturday 21st - Sunday 22nd July 2018



Photo: Hamo Thornycroft/hamo@yacht-photos.co.uk

## **Channel Race**

#### 2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club in association with the Royal Yacht Squadron.

#### 2.2 RACE DATE

**Start:** Saturday 28th July 2018. **First Warning Signal:** 0950, RYS Cowes, to the West. **HW:** Portsmouth 1106 4.6m

#### 2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

#### 2.4 ENTRY

Entry opens at 1200 on Monday 8th January 2018.

#### 2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 12th July 2018 Rating Deadline: Thursday 19th July 2018

#### 2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 with RORC Prescriptions, plus Category 2 liferaft and AIS Transponder. See NoR 1.5.6

#### 2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

#### 2.11 COURSE

Suitable course(s) will be designed to last between 24 and 36 hours. The race area will be defined in the Sailing Instructions and the Race Committee will design the course(s) in the light of prevailing weather conditions.

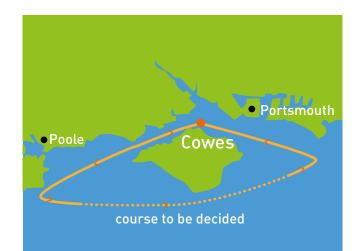
#### 2.13 SCORING

Points Factor: 1.00. See NoR 1.12

#### 2.14 RACE PRIZES AND TROPHIES

#### 2.14.1 TROPHIES

Trophy	Awarded for
Channel Challenge Cup	BCT IRC
Stetson Plate	IRC One
Royal Albert Yacht Club Trophy	IRC Two
Royal Albert Yacht Club Trophy	IRC Three
Royal Albert Yacht Club Trophy	IRC Four
Assegai Bowl	Two-Handed Class
Hugh Astor Trophy	1st Yacht Home
Inter Service Trophy	Service Yacht with BCT



#### 2.14.2 RORC PRIZES

IRC Zero, Class40, Multihull; RORC Medallions.

#### 2.15 PRIZE GIVING

Trophies and RORC Medallions will be presented at 1930 on Tuesday 18th September, at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

#### **NOTICES TO COMPETITORS**

(Notices are for information and do not rank as part of this Notice of Race)

#### **RORC Cowes Clubhouse**

Dinner reservations can be made with the Cowes Clubhouse for the evening of Friday 27th July 2018, and breakfast orders for the morning of the start on Saturday 28th July 2018. Please contact the Cowes Clubhouse directly for further information. Telephone: +44 1983 293581

Email: cowes@rorc.org

## Sevenstar Round Britain and Ireland Race

#### 2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club in association with the Royal Yacht Squadron.

#### 2.2 RACE DATE

Start: Sunday 12th August 2018. First Warning Signal: 1150, RYS Cowes, to the West. **HW:** Portsmouth 1250 4.9m

#### 2.3 CLASSES

IRC, IRC Two-Handed, Multihull, recognised One-Design/ Open Classes (e.g. IMOCA 60, Class40).

#### 2.4 ENTRY

Entry opens at 1200 on the 8th January 2018

#### 2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 26th July 2018 Rating Deadline: Thursday 2nd August 2018

#### 2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 1 with RORC Prescriptions. See NoR 1.5.6

#### 2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

#### 2.8 EXPERIENCE QUALIFICATION

The Sevenstar Round Britain and Ireland Race is not a race for novices. Every crew member must have experience of sailing a boat offshore and be prepared to encounter heavy weather. Competitors may be required to provide evidence of offshore experience. The minimum experience requirement is 500 nautical miles of RORC offshore racing on the boat entered into the race, completed by a minimum of 50% of the crew (but no fewer than 2) including the Person in Charge, and within 18 months of the start of the Sevenstar Round Britain and Ireland Race. This must include 2 races of over 150 nautical miles.

To fulfil this requirement the Competitor shall enter and complete an appropriate number of RORC races before the start of the race.

When it is not reasonably possible to access RORC races, or in exceptional circumstances, an alternative method for qualification may be agreed by the RORC. A Service Yacht may qualify similarly or submit written authority from her service establishment. Proposals should be lodged with the RORC as soon as possible after entry.

#### 2.9 RACE PRIZES AND TROPHIES

#### 2.9.1 OFFSHORE CREW TRAINING

At least 30% of the boat's crew (but no less than 2), including the Person in Charge, must have completed training to Section 6 of the World Sailing Offshore Special Regulations and gained a certificate from an World Sailing approved Offshore Personal Survival Training Course. Training must have taken place within 5 years of the start of the race.

#### 2.9.2 FIRST AID TRAINING

At least two members of the boat's crew shall hold an in-date certificate of a First Aid Training Course. The course shall



comply with OSR 6.05.2 and have been completed within five years of the start of the race. The qualifications of Doctors, Paramedics or similarly trained medical professionals will be accepted, provided they are familiar with the topics in OSR Appendix N.

#### 2.10 SKIPPER'S BRIEFING

A skipper's briefing will be held in the RORC Clubhouse at 1600 on Saturday 11th August 2018. A maximum of two members of each crew may attend. For those unable to attend, the information may be broadcast on the race website: http://roundbritainandireland.rorc.org.

#### 2.11 COURSE

The course is around Britain and Ireland (and all outlying islands except Rockall) to Starboard.

The course distance is approximately 1805 nautical miles.

The start and finish line are at the Royal Yacht Squadron, Cowes.

#### 2.13 SCORING

Points Factor: 1.50. See NoR 1.12

#### 2.14 RACE PRIZES AND TROPHIES 2.14.1 TROPHIES

Trophy	Awarded for
John Illingworth Trophy	IRC Overall
Windward Sailing Trophy	IRC Zero
Kenneth Mason Trophy	IRC One
Robert Morris Memorial Trophy	IRC Two
Teddy Hicks Memorial Trophy	IRC Three
Greenville Collins Salvers	IRC Four
Rebel Maid Trophy	Two-Handed Class
Lekeitio Cup	First Class40 Home

#### 2.14.2 RORC Prizes

Class40. RORC Medallions.

#### 2.15 PRIZE GIVING

The prize giving will be held in September, date and location to be advised. All crews welcome.

#### 2.15 TRACKING

It will be mandatory for boats to carry an Offshore Tracker unit for the Sevenstar Round Britain and Ireland Race. The units are standalone and will be provided by the RORC. The entry fee includes tracking however in the event of loss or failure to return the tracker Competitors will be liable for the rental or replacement costs (£750).

#### **NOTICES TO COMPETITORS**

(Notices are for information and do not rank as part of this Notice of Race)

#### Race Office

The Race Office will be the RORC Cowes Race Office, 82 High Street, Cowes, Isle of Wight P031 7AJ.

#### RORC Cowes Clubhouse

Dinner reservations can be made with the Cowes Clubhouse for the evening of Saturday 11th August 2018 and breakfast orders for the morning of the start on Sunday 12th August 2018. Please contact the Cowes Clubhouse directly for further information.

Telephone: +44 1983 293581

Email: cowes@rorc.org

## **De Guingand Bowl Race**

#### 2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club in association with the Royal Yacht Squadron.

#### 2.2 RACE DATE

Start: Saturday 25th August 2018. First Warning Signal: 0950, from the RYS Cowes to the West. HW: Portsmouth 1158 4.5m

#### 2.3 CLASSES

IRC, IRC Two-Handed, Class40, Multihull.

#### 2.4 ENTRY

Entry opens at 1200 on Monday 8th January 2018

#### 2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 9th August 2018 Rating Deadline: Thursday 16th August 2018

#### 2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 with RORC Prescriptions plus Category 2 liferaft and AIS Transponder. See NoR 1.5.6

#### 2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

#### 2.11 COURSE

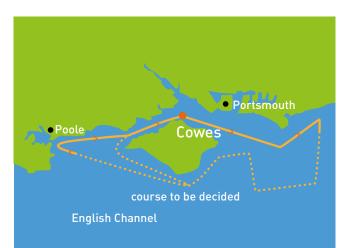
Suitable course(s) will be designed to last between 24 and 36 hours. The race area will be defined in the Sailing Instructions and the Race Committee will design the course(s) in the light of prevailing weather conditions.

#### 2.13 SCORING

Points Factor: 1.00. See NoR 1.12

#### 2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES



Trophy	Awarded for		
De Guingand Bowl	BCT IRC		
St Barbara Trophy	IRC One		
Stewart Cup	IRC Two		
Auclair Memorial Trophy	IRC Three		
David Maufe Salver	IRC Four		

#### 2.14.2 RORC PRIZES

IRC Zero, Two-Handed Class, Class40, Multihull. RORC Medallions.

#### 2.15 PRIZEGIVING

Trophies and RORC Medallions will be presented at 1930 on Tuesday 18th September, at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

#### **NOTICES TO COMPETITORS**

(Notices are for information and do not rank as part of this Notice of Race).

(continued overleaf)

#### **Race Office**

The Race Office will be the RORC Cowes Race Office, 82 High Street, Cowes, Isle of Wight PO31 7AJ

#### **RORC Cowes Clubhouse**

Dinner reservations can be made with the Cowes Clubhouse for the evening of Friday 24th August 2018, and breakfast orders for the morning of the start on Saturday 25th August 2018. Please contact the Cowes Clubhouse directly for further information. It is intended that there will be a race party at the clubhouse on Sunday 26th August. Further details will be published in the Sailing Instructions.

Telephone: +44 1983 293581

Email: cowes@rorc.org

## **IRCTwo-HandedNationalChampionship**

#### 2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club.

#### 2.2 RACE DATE

Inshore Races: **Start:** Saturday 1st and Sunday 2nd September 2018.

Offshore Race: **Start:** Friday 7th September 2018 (Cowes – Cherbourg Race).

#### 2.3 CLASSES

IRC (endorsed).

#### 2.4 ENTRY

Entry opens at 1200 on Monday 8th January 2018

#### 2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 16th August 2018 Rating Deadline: Thursday 23rd August 2018

#### 2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Inshore Races: Appendix B Inshore Racing plus VHF Radio. Offshore Race: Category 3 with RORC Prescriptions, plus Category 2 liferaft and AIS Transponder. See NoR 1.5.6

#### 2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

#### 2.11 COURSE

Inshore Races: Around fixed marks in the Solent.

Offshore Race: Cowes to Cherbourg. Approximately 80 nautical miles.

#### 2.13 SCORING

A maximum of four inshore races will be held. Scoring will be in accordance with Appendix A of the Racing Rules of Sailing, except that the offshore race will have a points factor of 2.0. This changes RRS A2.

#### 2.14 RACE PRIZES AND TROPHIES

Prizes will be awarded in accordance with NoR 1.13



Photo: RORC/Paul Wyeth/www.pwpictures.com

#### 2.15 PRIZE GIVING

The prize giving for the inshore element will be on Sunday 2nd September at RORC, Cowes, Target time 16:00.

The overall prize giving will be in Cherbourg on Saturday 8th September, at 1200 local time.

#### **NOTICES TO COMPETITORS**

#### **RORC Cowes Clubhouse**

Dinner reservations can be made with the Cowes Clubhouse for the evenings of Friday 31st August 2018 and Saturday 1st September 2018 and breakfast orders for the mornings of Saturday 1st and Sunday 2nd September 2018. There will also be a social event after racing on Saturday 1st September 2018. Please contact the Cowes Clubhouse directly for further information.

Telephone: +44 1983 293581

Email: cowes@rorc.org

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## **Cherbourg Race**

#### 2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club, in association with the Yacht Club de Cherbourg and the Royal Yacht Squadron.

#### 2.2 RACE DATE

**Start:** Friday 7th September 2018. **First Warning Signal:** 1750, RYS Cowes, to the East. **HW:** Portsmouth 22:29 4.1m

#### 2.3 CLASSES

IRC, IRC Two-Handed (offshore element of Two-Handed National Championship), Class40, Multihull.

#### 2.4 ENTRY

Entry opens at 1200 on Monday 8th January 2018

#### 2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 23rd August 2018 Rating Deadline: Thursday 30th August 2018

#### 2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 with RORC Prescriptions, plus Category 2 liferaft and AIS Transponder. See NoR 1.5.6

#### 2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

#### 2.11 COURSE

Cowes to Cherbourg. Approximately 80 nautical miles.

#### 2.13 SCORING

Points Factor: 1.00. See NoR 1.12.

#### 2.14 RACE PRIZES AND TROPHIES

#### 2.14.1 TROPHIES

Trophy	Awarded for		
Cherbourg Trophy	BCT IRC		
Quailo Cup	IRC One		
Trophée des Deux Manches	IRC Two		
Yacht Club de France Trophy	IRC Three		
Jolie Brise Trophy	IRC Four		
RORC Trophy	Two-Handed Class		



#### 2.14.2 RORC PRIZES

IRC Zero, Class40, Multihull. RORC Medallions.

#### 2.15 PRIZEGIVING

In Cherbourg on Saturday 8th September, at 1200 local time. RORC Medallions will be presented at 1930 on Tuesday 18th September, at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

#### **NOTICES TO COMPETITORS**

(Notices are for information and do not rank as part of this Notice of Race)  $\label{eq:notice}$ 

#### **Race Office**

**Finish:** RORC Representative: C/O Yacht Club de Cherbourg, Port Chantereyne, 50100, Cherbourg. Tel: +33 2 33 94 28 05

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LONDON'S PREMIER MARINE & WATERSPORTS STORE

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# **Rolex Middle Sea Race**

For information only. See event Notice of Race at www.rolexmiddlesearace.com

Organised by the Royal Malta Yacht Club under the auspices of the Royal Ocean Racing Club

#### **RACE DATE**

Start: Saturday 20th October 2018

#### CLASSES

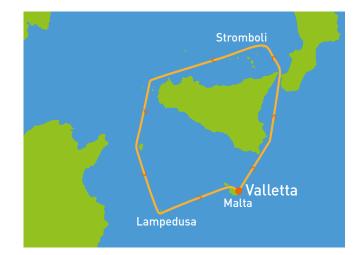
IRC and ORC.

## WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 2.

#### COURSE

Starting from Malta, boats will sail a course leaving to port the Island of Sicily, the Aeolian Islands (including Strombolicchio), the Egadi Islands (except Marettimo Island), Pantelleria and Lampedusa Islands, through the South Comino Channel, keeping Malta to starboard, to the finish in Malta. The Islands of Ustica, Linosa and Lampione are not marks of the course. Approximately 630 miles.



#### ENTRY

Please enter through the Royal Malta Yacht Club Tel: +356 21 33 31 09 Email: info@rmyc.org

## Raja Muda Selangor International Regatta

For information only. See event Notice of Race at www.rmsir.com

#### **ORGANISING AUTHORITY**

The event is organised by the Royal Selangor Yacht Club (RSYC) under the auspices of the Malaysian Sailing Association (MSA), in association with the Royal Ocean Racing Club.

#### **RACE DATE**

Start: Friday 16th November 2018

#### COURSE

A series of overnight coastal passage races starting on the Friday 16th November 2018.



24th November 2018 Marina Lanzarote to Grenada Camper & Nicholson Port Louis Marina

RANSATLAN, CRANSATLAN, CRANSETLAN, CRANSET

> Organised by the Royal Ocean Racing Club in association with International Maxi Association www.rorctransatlantic.rorc.org

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PURE GRENADA









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### GOVERNING OFFSHORE RACING FOR MONOHULLS & MULTIHULLS

#### STRUCTURAL FEATURES · YACHT EQUIPMENT PERSONAL EQUIPMENT · TRAINING

#### **OFFSHORE RACING ENVIRONMENTAL CODE**

World Sailing is committed to the promotion of care for the environment. In offshore racing we will

- use holding tanks where fitted and empty at a pump-out station or more than 3 miles offshore
- in the bilges use oil collection pads and dispose properly ashore
- use environmentally-friendly cleaning products suitable for the marine environment
- retain garbage on board for recycling or disposal ashore except on a long voyage when biodegradable waste may be discharged overboard
- avoid the use of 2-stroke engines (except advanced models with pollution control)
- use solar, water power or wind charging when appropriate
- use shore toilets when in port
- observe IMO guidelines on biofouling

#### Published by World Sailing Ltd.

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#### APPENDIX 1 WORLD SAILING OFFSHORE SPECIAL REGULATIONS AND RORC PRESCRIPTIONS

#### January 2017 – December 2018

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Version 0.2 - 14 December 2017

#### 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 2017

#### BLUE TYPE indicates RORC Prescriptions

Guidance notes and recommendations have been removed from the Regulations and are available on www.sailing.org/documents/offshorespecialregs/index.php

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

#### **SECTION 1 - FUNDAMENTAL AND DEFINITIONS**

MoMu0	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 4 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 the 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	ISAF - 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 - AP	PLICATION & 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.
MoMuû	2.01.1	<b>Category 0</b> 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.
MoMu1	2.01.2	Category 1 Races of long distance and well offshore, where boats must be completely self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.
MoMu2	2.01.3	<b>Category 2</b> Races of extended duration along or not far removed from shorelines or in large unprotected bays or lakes, where a high degree of self-sufficiency is required of the boats.
MoMu3	2.01.4	Category 3 Races across open water, most of which is relatively protected or close to shorelines.
MoMu4	2.01.5	Category 4 Short races, close to shore in relatively warm or protected waters normally held in daylight.
	2.01.6	Special Regulations - for Inshore Racing Short races, close to shore in relatively warm and protected waters where adequate shelter and/ or effective rescue is available all along the course, held in daylight only (refer to Appendix B).
	2.01.7	Special Regulations - for Inshore Dinghy Racing Short races in boats that may not be self-sufficient, with rescue boats available all along the course, held in daylight only (refer to Appendix C).
	2.02	<b>Incident Reporting</b> 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	<b>Inspection</b> 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	Inspection

**	2.04.1		All equipment required by OSR shall:				
**		a)	function properly				
**		b)	be regularly checked, cleaned and serviced				
**		c)	when not in use be stowed in conditions in which deterioration is minimised				
**		d)	be readily accessible				
		e)	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 - ST	RUCTURAL 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.				
	3.02		Watertight 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.				
	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				
	3.03.1	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			
Mo3	3.04.1		Able to demonstrate compliance with ISO 12217-2* design category B or higher, either by I Recreational Craft Directive certification having obtained the CE mark or the designer's declaration *The latest effective version of ISO 12217-2 should be used unless the boat was already design 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			
Mo3		a)	i) a STIX value not less than 23; and			
Mo3			ii) AVS not less than 130 - 0.005*m, but always >= 95°, (where "m" is the mass of the boat in the minimum operating condition as defined by ISO 12217-2); and			
Mo3			iii) a minimum righting energy not less than m*AGZ>57000 (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			
Mo1		b)	Stability Index in ORC Rating System of not less than 115; or			
Mo2		b)	Stability Index in ORC Rating System of not less than 110; or			
Mo3		b)	Stability Index in ORC Rating System of not less than 103; or			
Mo0,1		c)	IRC SSS Base value of not less than 35			
Mo2		c)	IRC SSS Base value of not less than 28			
Mo3		c)	IRC SSS Base value of not less than 15			
MoO	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.			
	3.05		Stability and Flotation - Multihulls			
Mu0,1,2,3,4	3.05.1		Watertight bulkheads and compartments (which may include permanently installed flotation material) in each hull, to ensure that the boat is effectively unsinkable and capable of floating in a stable position with at least half the length of one hull flooded (see OSR 3.13.2)			
Mu0,1,2,3,4	3.05.2		Transverse watertight bulkheads at intervals of not more than 4 m (13'-3") in every hull without accommodation if with a First Launch after 1998			
Mu0,1,2,3,4	3.05.3		Designed and built to resist capsize.			
	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			(+) (+) (+) (+)			

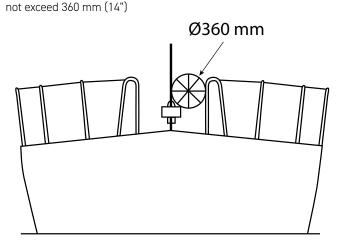
Figure 1 - Measurements of Minimum Clear Opening

	3.07		Exits and Escape Hatches - Multihulls
	3.07.1		Exits
Mu0,1,2,3	3.07.1		At least two exits in each hull which contains accommodations
Mu4	3.07.1		At least two exits in each hull which contains accommodations if 8 m (26'-3") LH and greater
	3.07.2		Escape Hatches, Underside Clipping Points & Handholds
Mu0,1,2,3,4		a)	If 12 m (39'-4") LH and greater each hull which contains accommodation:
Mu0,1,2,3,4			i) an escape hatch for access to and from the hull in the event of an inversion;
Mu0,1,2,3,4			ii) a minimum clearance diameter through each escape hatch of 450 mm (18") or when an escape hatch is not circular, sufficient clearance to allow a crewmember to pass through fully clothed on boats if First Launch after 2002
Mu0,1,2,3,4			iii) each escape hatch above the waterline when the boat is inverted;
Mu0,1,2,3,4			iv) each escape hatch at or near the midships station if First Launch after 2000
Mu0,1,2,3,4			v) each escape hatch on the side nearest the vessel's central axis for a catamaran if First Launch after 2002
Mu0,1,2,3,4	3.07.2	b)	if a trimaran at least two escape hatches in compliance with the dimensions in OSR 3.07.2 a) ii if 12 m (39'-4") LH and greater if First Launch after 2002
Mu0,1	3.07.2	c)	if a trimaran at least one escape hatch in compliance with the dimensions in OSR 3.07.2 a) ii if less than 12 m (39'-4") LH if First Launch after 2002
Mu0,1,2,3,4		c)	each escape hatch shall have been opened both from inside and outside within 6 months prior to the race
Mu0,1,2,3,4	3.07.2	d)	appropriate handholds/clipping points on the underside sufficient for all crew (on a trimaran these shall be around the central hull)
Mu0,1,2,3,4		e)	a catamaran with a central nacelle first launched after 2002 shall have on the underside around the central nacelle, handholds of sufficient capacity to enable all persons on board to hold on and/or clip on securely
Mu2,3,4	3.07.3		This is replaced by a RORC Prescription: A multihull of less than 12m (39.4ft) LH shall comply with 3.07.2
	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 m <sup>2</sup> (110 in <sup>2</sup> )
**	3.08.2		Hatches not conforming with 3.08.1 shall be clearly labelled and used in accordance with the following instruction "NOT TO BE OPENED AT SEA"
**	3.08.3		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)
**	3.08.4		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
**	3.08.4	b)	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	3.08.5	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.

Mu0,1,2,3,4	3.08.7		if a multihull with a companionway hatch extending below the local sheerline either:				
Mu0,1,2,3,4		a)	have a minimum sill height of 300 mm (12") and be capable of being blocked off up to the level of the local sheerline whilst giving access to the interior with the blocking device(s) in place; or				
Mu0,1,2,3		b)	be in compliance with ISO 11812 to design category A				
Mu4			be in compliance with ISO 11812 to design category B				
	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)				
MoMu2,3,4			primary launch before April 1992: 9% (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				
**	3.10.1		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		Sea Winches				
**			Sheet winches mounted in such a way that an operator is not required to be substantially below deck				
	3.12		Mast Step				
**	3.12.1		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				
MoO	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				
MoO	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")
MoMu3,4		iv) a boat less than 8.5 m (28') LH may use a single lifeline system with a height between 450 mm (18") and 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 deckg) A bow pulpit may be open provided the opening between the pulpit and any part of the boat does



#### Figure 2 - Diagram Showing Pulpit Opening

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- 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 %") for an intermediate lifeline

Mu0,1,2,3,4	3.14.2		Special Requirements for Pulpits, Stanchions, Lifelines on Multihulls
Mu0,1,2,3,4	u0,1,2,3,4		When on a boat it is impractical to precisely follow OSR regarding pulpits, stanchions, lifelines, the regulations for monohulls shall be followed as closely as possible
	3.14.3		Spare number
	3.14.4		Spare number
	3.14.5		Spare number
	3.14.6		Lifeline Specifications
Mo0,1,2,3	3.14.6	a)	Lifelines of stranded stainless steel wire
Mo4,Mu**	3.14.6	a)	Lifelines of either:
Mo4,Mu**	3.14.6	a)	i) stranded stainless steel wire
	3.14.6	a)	ii) HMPE

**	3.14.6	b)	The minimum diameter is	s specified in table 8 b	elow			
**	3.14.6	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					
**	3.14.6	d)	A lanyard of synthetic ro exceed 100 mm (4"). This		cure lifelines provided the aced annually	e gap it closes does not		
**	3.14.6	e)	All components of the life	eline enclosure syster	n shall have a breaking st	rength no less than the		
Mo4,Mu**	3.14.6	f)	When HMPE is used, it manufacturer's recomme		from chafe and spliced i	n accordance with the		
	3.15		Multihull Nets or Tramp					
Mu0,1,2,3,4	3.15.1		The words "net" and "tra	mpoline" are interchar	ngeable. A net shall be:			
			LH	wire	HMPE rope	HMPE Core		
			(Single braid) (Braid on braid)					
			under 8.5m (28ft)	3mm (1/8 in)	4mm (5/32 in)	4mm (5/32 in)		
			8.5m - 13m	4mm (5/32 in)	5mm (3/16 in)	5mm (3/16 in)		
			over 13m (42 ft 8 in)	5mm (3/16 in)	5mm (3/16 in)	5mm (3/16 in)		
Mu0,1,2,3,4	3.15.1	a)	essentially horizontal					
Mu0,1,2,3,4	3.15.1	b)	,	en webbing, water per	meable fabric or mesh w	vith openings not larger		
		27	than 5 cm (2") in any dim	made from durable woven webbing, water permeable fabric, or mesh with openings not larger than 5 cm (2") in any dimension. Attachment points shall be planned to avoid chafe. The junction between a net and a boat shall present no risk of foot trapping				
Mu0,1,2,3,4	3.15.1	c)	solidly fixed at regular intervals on transverse and longitudinal support lines and shall be fine- stitched to a bolt rope					
Mu0,1,2,3,4	3.15.1	d)	able to carry the full weight of the crew either in normal working conditions at sea or in case of capsize when the boat is inverted					
	3.15.2		Trimarans with Double Crossbeams					
	3.15.2		A trimaran with double crossbeams shall have nets on each side covering:-					
Mu0,1,2,3,4	3.15.2	a)	the area formed by the c	the area formed by the crossbeams, central hull and outriggers				
	3.15.2	b)		the triangles formed by the aft end of the central pulpit, the mid-point of each forward crossbeam, and the intersection of the crossbeam and the central hull				
	3.15.2	c)	the triangles formed by the aftermost part of the cockpit or steering position (whichever is furthest aft), the mid-point of each after crossbeam, and the intersection of the crossbeam and the central hull; except that:-					
	3.15.2	d)	OSR 3.15.2(c) is not a requirement when cockpit coamings and/or lifelines are present which comply with the minimum height requirements in OSR 3.14					
	3.15.3		Trimarans with Single C	rossbeams				
Mu0,1,2,3,4			A trimaran with a single crossbeam shall have nets between the central hull and each outrigger on each side between two straight lines from the intersection of the crossbeam and the outrigger, respectively to the aft end of the pulpit on the central hull, and to the aftermost point of the cockpit or steering position on the central hull (whichever is furthest aft)					
	3.16		Catamarans					
Mu0,1,2,3,4	3.16		A catamaran shall have r	nets covering the area	defined:			
Mu0,1,2,3,4	3.16	a)	laterally by the hulls; and	ł				
Mu0,1,2,3,4	3.16	b)	longitudinally by transverse stations through the forestay base, and the aftermost point of the boom lying fore and aft. However, a catamaran with a central nacelle (non-immersed) may satisfy the regulations for a trimaran					
	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
MoMu3,4	3.18.2		Permanently installed toilet or fitted bucket
	3.19		Bunks
MoMu0	3.19.1		Permanently installed bunk for each crewmember
MoMu1,2,3,4	3.19.2		Permanently installed bunks
	3.20		Cooking Facilities
MoMu0,1,2,3	3.20.1		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
MoMuÛ	3.21.1		Permanently installed delivery pump and water tanks dividing the water supply into at least three compartments
MoMu1	3.21.1		Permanently installed delivery pump and water tanks dividing the water supply into at least two compartments
MoMu2,3	3.21.1		Permanently installed delivery pump and water tank(s)
	3.21.2		Drinking Water
MoMuÛ	3.21.2		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
MoMu1,2,3	3.21.3		At least 9 l (2.4 US Gal) of drinking water for emergency use in a dedicated and sealed container or container(s)
MoMuÛ	3.21.3	a)	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
MoMuÛ	3.21.3	b)	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	3.21.3	c)	facilities shall be provided to collect rainwater for drinking purposes including when dismasted
	3.22		Hand Holds
**	3.22.1		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	3.23.1	b)	two permanently installed manual bilge pumps, one operable from above, the other from below deck
Mo3Mu0,1,2	3.23.1	b)	one permanently installed manual bilge pump
Mo4	3.23.1	b)	one manual bilge pump
Mu0,1,2,3,4	3.23.1	c)	provision to pump out all watertight compartments (except those filled with impermeable buoyancy)
**	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	3.24		Marine magnetic compass capable of being used as a steering compass:
MoMu0,1,2,3,4	3.24	a)	Permanently installed marine magnetic steering compass, independent of any power supply, correctly adjusted with deviation card
MoMu0,1,2,3	3.24	b)	a second compass which may be hand-held and/or electronic

	3.25		Halyards
**	3.25		A minimum of two halyards, each capable of hoisting a sail, on each mast
	3.26		Bow Fairlead
MoO	3.26		Bow fairlead, closed or closable and a cleat or securing arrangement, suitable for towing, permanently installed
	3.27		Navigation Lights
**	3.27.1		mounted above sheerline and so that they will not be masked by sails or the heeling of the boat
**	3.27.2		having light intensity meeting COLREGS. When incandescent bulbs are used the minimum power rating shall be:
**	3.27.2	a)	For LH less than 12 m (39'-4"), 10 W
**	3.27.2	b)	For LH 12 m (39'-4") and greater, 25 W
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
**	3.28.1	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	3.28.1	b)	an engine which provides a minimum speed in knots of (1.8 x WLWL in metres) or (W LWL in feet)
Mo0,1,2Mu0	3.28.1	c)	inboard engine
Mu1,2,3	3.28.1	c)	inboard engine, however if less than 12.0 m (39'-4") LH either an inboard engine, or an outboard engine together with permanently installed fuel supply systems and fuel tank(s)
Mo3	3.28.1	c)	either an inboard or outboard engine, with associated tanks and fuel supply systems, all securely fastened
**	3.28.1	d)	an inboard engine shall have a permanently installed exhaust, cooling system, fuel supply, fuel tank(s) and shall have adequate heavy weather protection
	3.28.2		Generator
**	3.28.2		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		Fuel Systems
MoMu0,1,2,3	3.28.3	a)	All fuel tanks shall be rigid (but may have permanently installed flexible linings) and shall have a shutoff valve
MoMu0,1,2,3	3.28.3	b)	At the start a boat 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 8 hours
MoMu0,1,2,3	3.28.4		Battery Systems
MoMu0,1,2,3	3.28.4	a)	a dedicated engine starting battery when an electric starter is the only method for starting the engine
MoMu0,1,2,3	3.28.4	b)	batteries installed after 2011 shall be of the sealed type from which liquid electrolyte cannot escape
	3.29		Communications Equipment, GPS, Radar, AIS
MoMu0,1,2,3	3.29.01		a marine radio transceiver with an emergency antenna when the regular antenna depends upon the mast
MoMu0,1,2,3	3.29.02		if the marine radio transceiver is a VHF:
MoMu0,1,2,3	3.29.02	a)	a minimum rated output power of 25 W
MoMu0,1,2	3.29.02	b)	a masthead antenna not less than 38 cm (15") in length and co-axial feeder cable with not more than 40% power loss
MoMu3	3.29.02	b)	a masthead antenna and co-axial feeder cable with not more than 40% power loss
MoMu1,2,3	3.29.02	c)	be DSC capable if installed after 2015
MoMu1,2,3	3.29.02	d)	(unique to the boat), be connected to a GPS receiver and be capable of making distress alert calls as well as sending and receiving a DSC position report with another DSC equipped station
MoMu0	3.29.02	e)	a marine VHF DSC radio covering all international and US marine channels and meeting ITU class D

MoMuO	3.29.03	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)
MoMu1	3.29.03	b)	One hand-held satellite telephone, watertight or with waterproof cover and internal battery
MoMuO	3.29.04		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)
MoMu1,2,3,4	3.29.05		a hand-held marine VHF transceiver, watertight or with a waterproof cover. When not in use to be stowed in a grab bag or emergency container (see OSR 4.21)
**	3.29.06		a second radio receiver, which may be the handheld VHF in 3.29.5 above, capable of receiving weather bulletins
MoMuû	3.29.07		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 5.07);
MoMu3	3.29.08		a GPS
MoMu0	3.29.09		a Standard-C satellite terminal (GMDSS) 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	3.29.11	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	3.29.11	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)
MuO	3.29.12		a class A AIS Transponder which either:
Mo0,1,2 Mu1,2	3.29.13		an AIS Transponder which either:
MoMu0,1,2	3.29.13	a)	shares the masthead VHF antenna via a low loss AIS antenna splitter; or
MoMu0,1,2	3.29.13	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 (Loss Estimator)
	SECTION	4 - P0	RTABLE 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		RORC Prescription: OSR 4.01.2 is amended to read: After the start when sail numbers are not displayed elsewhere (sails down) they shall be displayed on the port quarter and shall be at least as big as the sail numbers. It is particularly important that all vessels can be easily identified so that they can be excluded from any search and rescue operation.
	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
Mo1,Mu1,2	4.02.1		A 1 m <sup><math>2</math></sup> (11 ft <sup><math>2</math></sup> ) solid area of highly-visible pink, orange or yellow capable of being displayed on the coachroof and/or deck
Mu0,1,2,3,4	4.02.2		A 1 $m^2$ (11 ft <sup>2</sup> ) area of highly-visible pink, orange or yellow showing when the boat is inverted
	4.04		Soft Wood Plugs
**	4.03.1		A tapered soft wood plug stowed adjacent to every through-hull opening
	4.04		Jackstays and Clipping Points
MoMu0,1,2,3	4.04		Permanently Installed fittings for jackstay ends and clipping points
MoMu0,1,2,3	4.04.1		Jackstays which shall:
MoMu0,1,2,3	4.04.1	a)	be independent on each side of the deck

MoMu0,1,2,3	4.04.1	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	4.04.1	c)	have a breaking strength of 2040 kg (4500#) and be uncoated and nonsleeved stainless steel 1 x 19 wire of minimum diameter 5 mm (3/16"), webbing or HMPE rope
MoMu0,1,2,3	4.04.2		Clipping points which shall:
MoMu0,1,2,3	4.04.2	a)	be adjacent to stations such as the helm, sheet winches and masts, where crewmembers work
MoMu0,1,2,3	4.04.2	b)	enable a crewmember to clip on before coming on deck and unclip after going below
MoMu0,1,2,3	4.04.2	c)	enable two-thirds of the crew to be simultaneously clipped on without depending on jackstays
Mu0,1,2,3	4.04.2	d)	on a trimaran with a rudder on the outrigger, permit a crewmember to repair the steering mechanism whilst attached to a clipping point
	4.05		Fire Fighting Equipment
**	4.05.1		A fire blanket adjacent to every cooking device with an open flame
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
MoMu1,2,3	4.05.2		2 fire extinguishers, each with 2 kg each of dry powder or equivalent, in different parts of the boat
MoMu4	4.05.2		2 fire extinguishers in different parts of the boat
	4.06		Anchors
MoMu0	4.06		Anchors, chain and rope which comply with relevant class rules or the rules of a recognised Classification Society (e.g. Lloyd's, DNV, etc.)
MoMu1,2,3	4.06		2 unmodified anchors that meet the anchor manufacturer's recommendation based on the boat's dimensions with suitable combination of chain and rope, ready for immediate assembly, and ready for deployment within 5 minutes except that for a boat less than 8.5 m (28') LH there shall be 1 anchor meeting the same criteria
MoMu4	4.06		1 un-modified anchor that meets the anchor manufacturer's recommendation based on the boat's dimensions with suitable combination of chain and rope, ready for immediate assembly, and ready for deployment within 5 minutes.
	4.07		Flashlights and Searchlights
**	4.07		Watertight lights with spare batteries and bulbs as follows:
MoMu0,1,2,3	4.07	a)	a searchlight, suitable for searching for a person overboard at night and for collision avoidance
MoMu0,1,2,3	4.07	b)	a flashlight in addition to 4.07 a)
Mu3,4	4.07	c)	the watertight flashlight in OSR 4.07 b) shall be stowed in the grab bag or emergency container
MoMu0	4.07	d)	a high-intensity heavy duty searchlight powered by the boat's batteries, instantly available for use on deck and in the cockpit
MoMu0,1,2,3	4.07	e)	RORC Prescription: a floating waterproof torch for use in the event of man overboard at night, which can be thrown into the sea as a marker.
	4.08		First Aid Manual and First Aid Kit
**	4.08.1		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
**	4.09.1		A foghorn
	4.10		Radar Reflector
**	4.10.1		A passive radar reflector with:
**	4.10.1	a)	octahedral circular plates of minimum diameter 30 cm (12"), or
**	4.10.1	b)	octahedral rectangular plates of minimum diagonal dimension 40 cm (16"), or
**	4.10.1	c)	a non-octahedral reflector with a documented Root Mean Square minimum Radar Cross Section (RCS) area of 2 m <sup>2</sup> (22 ft <sup>2</sup> ) from 0-360° of azimuth and $\pm 20^{\circ}$ of heel
			A Radar Target Enhancer (RTE) which complies with ISO 8729-2:2009 or equivalent
MoMu0	4.10.2		
MoMuO	4.10.2 <b>4.11</b>		Navigation Equipment
MoMu0 **			
	4.11		Navigation Equipment

	Portable bu	oyant b	aler easily operable by hand	1	1	Х	
	Equipment			Pack 1 > 24h	Pack 2 < 24h	In liferaft	In liferaft or in grab bag
MoMu1,2	4.20.2	d)	The minimum contents of the ISO liferaft equipm are necessarily packed within the liferaft. Some it accompanying waterproof grab bag which shall be it	tems are	permitte	ed to be car	ried within an
MuMo2	4.20.2	c)	An ISO 9650 liferaft shall contain as a minimum Pac				
MuMo1	4.20.2	b)	An ISO 9650 liferaft shall contain as a minimum Pac				<);
MoMu0,1,2	4.20.2	a)	A SOLAS liferaft shall contain as a minimum a SOLA				
	4.20.2		Minimum Liferaft Equipment				
MoMuO	4.20.1	c)	Liferafts shall comply with SOLAS LSA code 1997 CI	hapter IV	or later v	version	
MoMuO	4.20.1	b)	A sufficient number of liferafts so that in the even unserviceable, sufficient aggregate capacity remain				st or rendered
MoMu1,2	4.20.1	a)	iv) ORC liferafts manufactured before 2003 until rep	blacemen	t is due a	t end of serv	vice life
MoMu1,2	4.20.1	a)	iii) ISAF liferafts manufactured before 2016 until rep	olacemer	t is due a	t end of serv	vice life; or
MoMu1,2	4.20.1	a)	ii) ISO 9650-1:2005, Type 1, Group A - Small Craft - Ir	nflatable;	or		
MoMu1,2	4.20.1	a)	i) SOLAS LSA Code 1997 Chapter IV or later version	i; or			
MoMu1,2	4.20.1	a)	One or more inflatable liferafts with a total capacity people on board which complies with:	to accom	imodate a	at least the to	otal number of
	4.20.1		Liferaft Construction				
	4.20		Liferafts				
MoMu0,1,2	4.19.3		All EPIRBs registered with the appropriate author hexadecimal identification (15 Hex ID) of the beacon Cospas-Sarsat IBRD if the country does not provid allowed direct registration in the IBRD	n. A beaco	on can be	registered o	online with the
MoMu0,1,2	4.19.2		A 406 MHz EPIRB registered after 2015 shall include				
MoMu1,2	4.19.1		A water and manually activated 406 MHz EPIRB				
MoMu0	4.19.1		Two water and manually activated 406 MHz EPIRBs	5			
	4.19		EPIRBs				
**	4.18		Marine grade retro-reflective material on lifebuoys,	recovery	slings, li	ferafts and l	ifejackets
	4.18		Retro-reflective material				
**	4.17.1		The boat's name on miscellaneous buoyant equipm recovery slings, grab bags etc.	nent, suc	n as lifeja	ickets, cushi	ons, lifebuoys,
	4.17		Boat's name				
**	4.16.2		An effective means to quickly disconnect or sever th	he standi	ng rigging	g from the be	oat
**	4.16.1		Tools and spare parts, suitable for the duration and	nature o	f the pass	sage	
	4.16		Tools and Spare Parts				
MoMu0,1,2,3	4.15.2		A proven method of emergency steering with the ru		abled		
MoMu0,1,2,3	4.15.1		An emergency tiller capable of being fitted to the rue of steering is by means of an unbreakable metal till		k except v	when the pri	ncipal method
	4.15		Emergency Steering				
	4.14		Spare Number				
MoMu0	4.13.2		Two independent depth sounders				
MoMu,1,2,3,4	4.13.2		A depth sounder	,)			
MoMu0,1,2,3	4.13.1		A knotmeter or distance measuring instrument (log	J			
	4.13		Depth, Speed and Distance Instruments				
			main accommodation, marked with the location of p	principal i	tems of s	atety equipn	nent

	Equipment	t		Pack 1 > 24h	Pack 2 < 24h	In liferaft	In liferaft or in grab bag
	Pair of buc to an entra		dles with handles (not mitts) tied into raft adjacent	1	1	Х	
	All dressi	ngs mus s. The fir	ng at least 2 tubes of sunscreen. It be capable of being effectively used in wet st aid kit shall be clearly marked and shall be	1	0		Х
	Whistle			1	1	Х	
	Waterproc compleme		vith 6 h duration and separate battery and bulb or ch	2	1	Х	
	Signalling	mirror		1	1	Х	
	Anti-seasio	ckness pi	lls, per person	6	6		Х
	Seasickne	ss bag w	ith simple effective closure system, per person	1	1		Х
	Red hand	flares in a	accordance with SOLAS LSA Code Chapter III, 3.2	6	3	3 min	Х
	Red parac III, 3.1	hute flar	es in accordance with SOLAS LSA Code Chapter	2	2	1 min	Х
	Thermal p III, 2.5	rotective	aids in accordance with SOLAS LSA Code Chapter	2	0		Х
	inflatable	compartr	able survivors to repair leaks in any or all of the nents. Repair systems must work when wet and gapplied during violent motion.	1	1	Х	
	all necess apparatus or all of th	ary conn ) ready fo ne inflatal	s which shall be simple, robust and complete, with ections (loose parts shall be captive to the main or instant use to enable air to be pumped into any ole compartments. The air pump or bellows shall uilt specifically for easy operation by hand	1	1	Х	
	Drinking v 500mL	vater pe	r person, in containers of each not more than	1.5L	0	1.5L	Ха
	Food per p	person		10,000 kj	0		Х
	*Drinking v	water in t	he grab bag (if any) may be replaced with a desali	nator devi	се		
MoMu1,2	4.20.2	d)	i) Portable buoyant bailer easily operable by hand				
MoMu1,2	4.20.2	d)	ii) 2 sponges				
MoMu1,2	4.20.2	d)	iii) Pair of buoyant paddles with handles (not mitt	s) tied into	raft adjac	ent to an er	ntrance
MoMu1,2	4.20.2	d)	iv) Whistle				
MoMu1	4.20.2	d)	v) 2 waterproof torches with 6 h duration and				
MoMu2	4.20.2	d)	v) Waterproof torch with 6 h duration and				
MoMu1	4.20.2	d)	vi) 2 spare waterproof torches or 2 spare batterie		S		
MoMu2	4.20.2	d)	vi) Spare waterproof torch or spare battery and b	ulb			
MoMu1,2	4.20.2	d)	vii) Signalling mirror				
MoMu1,2	4.20.2	d)	viii) 6 anti-seasickness pills per person*				
MoMu1,2	4.20.2	d)	ix) Seasickness bag per person, each with a simpl	e, effective	e, closure :	system*	
MoMu1	4.20.2	d)	x) 6 hand flares in accordance with SOLAS LSA Co bag	de Chapter	~ III, 3.2. 3	may be stov	ved in the grab
MoMu2	4.20.2	d)	x) 3 hand flares in accordance with SOLAS LSA Co	de Chapte	r III, 3.2		
MoMu1,2	4.20.2	d)	xi) 2 red parachute flares in accordance with SOL in the grab bag	AS LSA Co	de Chapte	er III, 3.1. 1 r	may be stowed
MoMu1,2	4.20.2	d)	xii) Kit to repair leaks in most inflatable compart violent motion	ments, ope	erable in v	wet conditic	ons and during

MoMu1,2	4.20.2	d)	xiii) Hand operable air pump, capable of and ready for immediate use to inflate most compartments. Loose parts captive to the pump
MoMu1	4.20.2	d)	xiv) First-Aid Kit including at least 2 tubes of sunscreen. All dressings shall be capable of being effectively used in wet conditions. The first aid kit shall be clearly marked and shall be re-sealable
MoMu1	4.20.2	d)	xv) 2 thermal protective aids in accordance with SOLAS LSA Code Chapter III, 2.5*
MoMu1	4.20.2	d)	xvi) 500 ml container of drinking water per person
MoMu1	4.20.2	d)	xvii) 2 additional 500 ml container of drinking water per person, or desalinator*
MoMu1	4.20.2	d)	xviii) 10,000 kJ food per person *
MoMu1,2			*may be packed in grab bag instead of liferaft
	4.20.3		Liferaft Packing and Stowage
MoMu0,1,2	4.20.3	a)	Each liferaft shall be packed either in:-
MoMu0,1,2	4.20.3	a)	i) a rigid container securely stowed on the working deck, in the cockpit or in an open space; or:-
MoMu0,1,2	4.20.3	a)	<ul> <li>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</li> </ul>
MoMu1,2	4.20.3	b)	In a boat with primary launch before June 2001, a liferaft may be packed in a valise not exceeding 40 kg securely stowed below deck adjacent to a companionway
MoMu0,1,2	4.20.3	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	4.20.3	d)	The end of each liferaft painter should be securely fastened to the boat
MoMu0,1,2	4.20.3	e)	Each raft shall be capable of being got to the lifelines or launched within 15 seconds
	4.20.4		Spare Number
MoMu0,1,2	4.20.5		Liferaft Servicing
MoMu0,1,2	4.20.5	a)	A liferaft shall be serviced at a manufacturer authorized service station at the following maximum intervals:
MoMu0,1,2	4.20.5	a)	i) SOLAS liferafts annually
MoMu0,1,2	4.20.5	a)	ii) ISO 9650 canister packed liferafts every 3 years
MoMu0,1,2	4.20.5	a)	iii) ISO 9650 valise packed liferafts every 3 years except that hired liferafts shall be serviced annually
MoMu0,1,2	4.20.5	a)	iv) ISAF liferafts annually
MoMu0,1,2	4.20.5	a)	v) ORC liferafts annually
MoMu0,1,2	4.20.5	b)	Servicing certificates (original or a copy) on board
	4.21		Grab Bags
Mu3,4	4.21		Either a watertight compartment or a grab bag, readily accessible whether or not the boat is inverted, with the following minimum contents:
Mu3,4	4.21	a)	a watertight hand-held marine VHF transceiver with spare batteries
Mu3,4	4.21	b)	a watertight flashlight with spare batteries and bulb
Mu3,4	4.21	c)	3 red hand flares
Mu3,4	4.21	d)	a watertight strobe light with spare batteries
Mu3,4	4.21	e)	a knife
**	4.21	f)	If a grab bag is provided it shall have inherent flotation, at least 0.1 m² (1 ft²) 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	4.22.1	a)	A PLB (Personal Locator Beacon) equipped with 406Mhz and 121.5Mhz for each crew member
MoMu0,1,2	4.22.1	b)	An AIS personal crew overboard beacon for each crew member
MoMuO	4.22.1	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	4.22.1	d)	the country code in the hexad	ecimal identification (15 He spas-Sarsat IBRD if the cou	appropriate authority associated with x ID) of the beacon. A beacon can be untry does not provide a registration ne IBRD
		4.22.2		GPS Crew Overboard Position		
	MoMu0	4.22.2	a)	A GPS capable of recording a position, and	crew overboard position, wi	thin 10 seconds, and monitoring that
	MoMu0	4.22.2	b)			e to a helmsman which will sound an end an appropriate signal to the GPS
	MoMu1,2	4.22.2	c)	A GPS capable of recording a position	crew overboard position, wi	thin 10 seconds, and monitoring that
	MoMu3,4	4.22.3		a lifebuoy with a self-igniting l ready for immediate use	ight, a whistle and a drogu	e within reach of the helmsman and
l	MoMu0,1,2	4.22.3		a lifebuoy with a self-igniting li	ght, a whistle and a drogue	
	MoMu0,1,2	4.22.4		In addition to 4.22.3 above, with lifebuoy equipped with:	in reach of the helmsman a	nd ready for immediate use, a second
	MoMu0,1,2	4.22.4	a)	a whistle, a drogue, a self-ignit	ng light and	
	MoMu0,1,2	4.22.4	b)	a pole and flag. The pole sha automatically extended	ll be either permanently e	xtended or be capable of being fully
	MoMu0	4.22.4	c)	Each lifebuoy shall be equipped	d with a sachet of fluorescei	n dye
	MoMu0,1,2	4.22.5		At least one lifebuoy shall depe	end entirely on permanent b	uoyancy (e.g. foam)
	**	4.22.6		Each inflatable lifebuoy and an accordance with its manufacture		e tested and serviced at intervals in
	**	4.22.7		A heaving line, no less than 6 r cockpit	nm (1/4")diameter, 15 - 25 r	m (50 - 75') long, readily accessible to
	MoMu0,1,2,3	4.22.8		A recovery sling which include	s a:	
	MoMu0,1,2,3	4.22.8	a)	buoyant line of length no less t	han the shorter of 4 times L	H or 36m (120')
	MoMu0,1,2,3	4.22.8	b)	buoyancy section (horseshoe)	with no less than 90 N (20#)	buoyancy
	MoMu0,1,2,3	4.22.8	c)	minimum strength capable to h	noist a crewmember aboard	
		4.23		Pyrotechnic and Light Signals		
	**	4.23.1		, , , , , , , , , , , , , , , , , , , ,	0	S LSA Code Chapter III Visual Signals expiry date stamped , not older than
				Race Category	Red Hand Flares LSA III 3.2	Orange Smoke LSA III 3.3
				MoMu0,1,2,3	4	2
				Mu4		2
		4.24		Spare Number		
		4.25		Cockpit Knife		
	**	4.25.1		strong, sharp knife, sheathed a restrained shall be provided re from the deck or a cockpit	,	
		4.26		Storm & Heavy Weather Sails		
		4.26.1		Design		
	MoMu1,2					
	**	4.26.1	a)	The material of the body of a s (e.g. dayglo pink, orange or yel		013 shall have a highly-visible colour
	**	4.26.1	b)	Aromatic polyamides, carbon a HMPE and similar materials ar		be used in a trysail or storm jib but
	**	4.26.1	c)	Sheeting positions on deck for	each storm and heavy-weat	her sail

**	4.26.1	d)	Sheeting positions for the trysail independent of the boom
	4.26.2		Sail Areas
**	4.26.2		The maximum area of storm sails shall be lesser of the areas below or as specified by the boat designer or sailmaker
MoMu0,1,2,3	4.26.2	a)	A heavy-weather jib (or heavy-weather sail in a boat with no forestay) with:
**	4.26.2	a)	i) area of 13.5% height of the foretriangle (IG) squared
**	4.26.2	a)	ii) readily available means, independent of a luff groove, to attach to the stay
MoMu0,1,2	4.26.2	b)	A storm jib with:
MoMu0,1,2	4.26.2	b)	i) area of 5% height of the foretriangle (IG) squared
MoMu0,1,2	4.26.2	b)	ii) maximum luff length 65% of IG
MoMu0,1,2	4.26.2	b)	iii) permanently attached means, independent of a luff groove, to attach to the stay
**	4.26.2	c)	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))
MoMu0,1,2	4.26.2	d)	A storm trysail (or rotating wing mast if suitable) with:
MoMu0,1,2	4.26.2	d)	i) area of 17.5% mainsail hoist (P) x mainsail foot length (E)
MoMu0,1,2	4.26.2	d)	ii) For sails made after 2011:The storm trysail are calculated as (0.5 x leech length x shortest distance between tack point and leech)
MoMu0,1,2	4.26.2	d)	iii) no headboard
MoMu0,1,2	4.26.2	d)	iv) no battens
MoMu0,1,2	4.26.2	d)	v) sail number and letters on both sides, as large as practicable
MoMu0,1,2	4.26.2	d)	vi) 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
MoMu3	4.26.2	d)	vii) either a storm trysail as defined in OSR 4.26.2 d), or mainsail reefing to reduce the luff by at least 40%

MoMu4	4.26.2	e)	Either mainsail reefing to reduce the luff by 12.5% or a heavy-weather jib as defined in 4.26.2 a) (or heavy-weather sail in a boat with no forestay)
	4.27		Drogue, Sea Anchor
MoMuO	4.27.1		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)
	4.28		Spare Number
	4.29		Deck Bags
MoO	4.29.1		If permitted by the Notice of Race, Sailing Instructions or Class Rules, bags for storing sails on deck shall be:
Mo0	4.29.1	a)	so constructed to ensure rapid draining of water
MoO	4.29.1	b)	securely fastened in such a way that the integrity of deck fittings e.g. stanchions and lifelines, is not compromised
	SECTION	N 5 - PE	RSONAL EQUIPMENT
**			Each crew member shall have:
	5.01		Lifejacket
**	5.01.1		A lifejacket which shall:
**	5.01.1	a)	i) if manufactured before 2012 comply with ISO 12402 - 3 (Level 150) or equivalent, including EN 396 or UL 1180 and:
**	5.01.1	a)	i) if inflatable have a gas inflation system
**	5.01.1	a)	i) have crotch/thigh straps (ride up prevention system (RUPS))
MoMu0,1,2	5.01.1	a)	i) have an integral safety harness in compliance with OSR 5.02
**	5.01.1	a)	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
**	5.01.1	a)	ii) crotch/thigh straps (ride up prevention system (RUPS))
MoMu0,1,2	5.01.1	a)	ii) an integral safety harness in compliance with OSR 5.02
MoMu0,1,2,3	5.01.1	b)	have an emergency position indicating light in accordance with either ISO 12402-8 or SOLAS LSA code 2.2.3
**	5.01.1	c)	be clearly marked with the boat's or wearer's name
MoMu0,1,2,3	5.01.1	d)	have a sprayhood in accordance with ISO 12402-8
MoMuO	5.01.1	e)	have a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority)
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, except a PLB described in 5.01.1
**	5.01.4		The person in charge shall personally check each lifejacket at least once annually.
	5.01.5		RORC Prescription: A combined harness and lifejacket shall be worn when on deck:
MoMu0,1,2,3	5.01.5	a)	between the hours of sunset and sunrise
MoMu0,1,2,3	5.01.5	b)	when alone on deck
MoMu0,1,2,3	5.01.5	c)	when reefed
MoMu0,1,2,3	5.01.5	d)	when the true wind speed is 25 knots or above
MoMu0,1,2,3	5.01.5	e)	when the visibility is less than 1 nautical mile
	5.02		Safety Harness and Tethers
MoMu0,1,2,3	5.02.1		A harness that complies with ISO 12401 or equivalent
	5.02.2		A tether that shall:
MoMu0,1,2,3	5.02.2	a)	comply with ISO 12401 or equivalent
MoMu0,1,2,3	5.02.2	b)	not exceed 2 m (6'-6") including the length of the hooks
	5.02.2	c)	have self-closing hooks

MoMu0,1,2,3	5.02.2	d)	have overload indicator flag embedded in the stitching
MoMu0,1,2,3	5.02.2	e)	be manufactured after 2000
MoMu0,1,2,3	5.02.3		All of the crew shall have either:
MoMu0,1,2,3	5.02.3	a)	a tether not exceeding 1m(3'3") including the length of the hooks, or
MoMu0,1,2,3	5.02.3	b)	an intermediate self-closing hook on a 2 m (6'-6") tether
MoMuO	5.02.3	c)	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	5.02.4		A tether which has been overloaded shall be replaced
	5.03		Personal Location Lights
MoMuO	5.03.1		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	5.04	a)	A foul weather suit with hood
	5.05		Knife
MoMu0	5.05.1		A knife, to be worn on the person at all times
	5.06		Flashlight
MoMu0	5.06.1		A buoyant watertight flashlight
MoMu0,1,2,3	5.06.2		RORC Prescription: at night, each crew member shall carry a waterproof torch/light
	5.07		Survival Equipment
MoMuû	5.07.1		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	5.08.1		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 - TR	AINING
MoMu0	<b>SECTION</b> 6.01.1	6 - TR	<b>AINING</b> 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 MoMu0,1,2		l 6 - TR	Every member of a crew including the Person in Charge shall have undertaken training within
	6.01.1	l 6 - TR	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 At least 30% but not fewer than two members 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
MoMu0,1,2	6.01.1 6.01.2	l 6 - TR	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 At least 30% but not fewer than two members 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 When there are only two crewmembers, at least one shall have undertaken training within the
MoMu0,1,2 MoMu3	6.01.1 6.01.2 6.01.3	l 6 - TR	<ul> <li>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</li> <li>At least 30% but not fewer than two members 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</li> <li>When there are only two crewmembers, at least one shall have undertaken training within the five years before the start of the race in OSR 6.02 Training Topics</li> <li>Except as otherwise provided in the Notice of Race, an in-date certificate gained at a World Sailing/ISAF 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 -</li> </ul>
MoMu0,1,2 MoMu3	6.01.1 6.01.2 6.01.3 6.01.4	l 6 - TR	<ul> <li>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</li> <li>At least 30% but not fewer than two members 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</li> <li>When there are only two crewmembers, at least one shall have undertaken training within the five years before the start of the race in OSR 6.02 Training Topics</li> <li>Except as otherwise provided in the Notice of Race, an in-date certificate gained at a World Sailing/ISAF 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.</li> </ul>
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MoMu0,1,2 MoMu3	<ul> <li>6.01.1</li> <li>6.01.2</li> <li>6.01.3</li> <li>6.01.4</li> <li>6.02</li> <li>6.02.1</li> <li>6.02.2</li> </ul>	l 6 - TR	<ul> <li>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</li> <li>At least 30% but not fewer than two members 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</li> <li>When there are only two crewmembers, at least one shall have undertaken training within the five years before the start of the race in OSR 6.02 Training Topics</li> <li>Except as otherwise provided in the Notice of Race, an in-date certificate gained at a World Sailing/ISAF 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.</li> <li>Training Topics</li> <li>Giving Assistance to Other Craft</li> <li>Personal Safety Gear, theory and practice</li> </ul>
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MoMu0,1,2 MoMu3	<ul> <li>6.01.1</li> <li>6.01.2</li> <li>6.01.3</li> <li>6.01.4</li> <li>6.02</li> <li>6.02.1</li> <li>6.02.2</li> <li>6.02.3</li> <li>6.02.4</li> </ul>	l 6 - TR	<ul> <li>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</li> <li>At least 30% but not fewer than two members 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</li> <li>When there are only two crewmembers, at least one shall have undertaken training within the five years before the start of the race in OSR 6.02 Training Topics</li> <li>Except as otherwise provided in the Notice of Race, an in-date certificate gained at a World Sailing/ISAF 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.</li> <li><b>Training Topics</b></li> <li>Giving Assistance to Other Craft</li> <li>Personal Safety Gear, theory and practice</li> <li>Care and Maintenance of Safety Gear</li> <li>Fire Precautions and Firefighting, theory and practical</li> </ul>
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MoMu0,1,2 MoMu3	6.01.1 6.01.2 6.01.3 6.01.4 6.02.1 6.02.1 6.02.2 6.02.3 6.02.4 6.02.5 6.02.6	I 6 - TR	<ul> <li>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</li> <li>At least 30% but not fewer than two members 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</li> <li>When there are only two crewmembers, at least one shall have undertaken training within the five years before the start of the race in OSR 6.02 Training Topics</li> <li>Except as otherwise provided in the Notice of Race, an in-date certificate gained at a World Sailing/ISAF 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.</li> <li><b>Training Topics</b></li> <li>Giving Assistance to Other Craft</li> <li>Personal Safety Gear, theory and practice</li> <li>Care and Maintenance of Safety Gear</li> <li>Fire Precautions and Firefighting, theory and practical</li> <li>Crew Overboard Identification and Recovery</li> <li>Hypothermia, Cold Shock and Drowning</li> </ul>
MoMu0,1,2 MoMu3	6.01.1 6.01.2 6.01.3 6.01.4 <b>6.02</b> 6.02.1 6.02.2 6.02.3 6.02.4 6.02.5 6.02.6 6.02.7	I 6 - TR	<ul> <li>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</li> <li>At least 30% but not fewer than two members 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</li> <li>When there are only two crewmembers, at least one shall have undertaken training within the five years before the start of the race in OSR 6.02 Training Topics</li> <li>Except as otherwise provided in the Notice of Race, an in-date certificate gained at a World Saling/ISAF 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.</li> <li><b>Training Topics</b></li> <li>Giving Assistance to Other Craft</li> <li>Personal Safety Gear, theory and practice</li> <li>Care and Maintenance of Safety Gear</li> <li>Fire Precautions and Firefighting, theory and practical</li> <li>Crew Overboard Identification and Recovery</li> <li>Hypothermia, Cold Shock and Drowning</li> <li>Crew Health</li> <li>Marine Weather</li> <li>Heavy Weather</li> </ul>
MoMu0,1,2 MoMu3	6.01.1 6.01.2 6.01.3 6.01.4 6.02.1 6.02.1 6.02.2 6.02.3 6.02.4 6.02.5 6.02.6 6.02.7 6.02.8	I 6 - TR	<ul> <li>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</li> <li>At least 30% but not fewer than two members 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</li> <li>When there are only two crewmembers, at least one shall have undertaken training within the five years before the start of the race in OSR 6.02 Training Topics</li> <li>Except as otherwise provided in the Notice of Race, an in-date certificate gained at a World Sailing/ISAF 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.</li> <li><b>Training Topics</b></li> <li>Giving Assistance to Other Craft</li> <li>Personal Safety Gear, theory and practice</li> <li>Care and Maintenance of Safety Gear</li> <li>Fire Precautions and Firefighting, theory and practical</li> <li>Crew Overboard Identification and Recovery</li> <li>Hypothermia, Cold Shock and Drowning</li> <li>Crew Health</li> <li>Marine Weather</li> </ul>

	6.02.12		Damage Control
	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
**	6.04		At least annually the crews shall practice the drills for:
**	6.04		Crew-Overboard Recovery
**	6.04		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:
MoMu1	6.05.2		At least two crewmembers shall have a valid first aid certificate completed within the last five years meeting:
MoMu2	6.05.2		At least one crewmember shall have a valid first aid certificate completed within the last five years meeting:
MoMu0,1,2	6.05.2	a)	A certificate listed on the World Sailing website www.sailing.org/specialregs of MNA recognised courses
MoMu0,1,2	6.05.2	b)	STCW First Aid Training complying with A-VI/1-3 - Elementary First Aid or higher STCW level
MoMu3,4	6.05.3		At least one member of the crew shall be familiar with First Aid procedures, hypothermia, drowning, cardio-pulmonary resuscitation and relevant communications systems
	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.

			0 SPECIAL REGULATIONS
	APPEND	ICES I	
			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
	RORC PI	RESCRI	PTIONS TO THE WORLD SAILING OFFSHORE SPECIAL REGULATIONS
Mu2,3,4	3.07.3		Replace OSR 3.07.3 with:
			Multihulls shall have escape hatch(es) as detailed in OSR 3.07.2
**	4.01.2		Amend to read: After the start when sail numbers are not displayed elsewhere (sails down) they shall be displayed on the port quarter. It is particularly important that all vessels can be easily identified so that they can be excluded from any search and rescue operation.
**	4.07		Add to 4.07
	4.07	e)	a floating waterproof torch for use in the event of man overboard at night, which can be thrown into the sea as a marker.
MoMu0,1,2,3	5.01.5		A combined harness and lifejacket shall be worn when on deck:
MoMu0,1,2,3	5.01.5	a)	between the hours of sunset and sunrise
MoMu0,1,2,3	5.01.5	b)	when alone on deck
MoMu0,1,2,3	5.01.5	c)	when reefed
MoMu0,1,2,3	5.01.5	d)	when the true wind speed is 25 knots or above
MoMu0,1,2,3	5.01.5	e)	when the visibility is less than 1 nautical mile
		ej	
MoMu0,1,2,3	5.06.2		at night, each crew member shall carry a waterproof torch/light.

#### **APPENDIX 2 WORLD SAILING INSHORE SPECIAL REGULATIONS**

Special Regulations for inshore racing are intended for use in short races, close to shore in relatively warm and protected waters where adequate shelter and/or effective rescue is available all along the course, held in daylight only.

All the items relevant to Special Regulations for inshore racing are shown in Appendix B.

	Part A Basic
	The following regulations shall be observed:-
1.02	Responsibility of Person in Charge
1.02.1	Under RRS 4 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/her responsibilities in the event of his/her incapacitation.
2.03.1	All equipment required by OSR shall:
	a) function properly
	b) be regularly checked, cleaned and serviced
	c) when not in use be stowed in conditions in which deterioration is minimised
	d) be readily accessible
	e) be of a type, size and capacity suitable and adequate for the intended use and size of the boat.
3.02	Watertight Integrity of a Boat
	A boat shall be 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.
	Part B Portable Equipment
	The following shall be provided:
3.23	one strong bucket with a lanyard and of at least 9 litres (2.4 US Gal) capacity
3.24	one compass (a hand-held is acceptable)
4.05	one fire extinguisher required if electrical system, engine or stove on board
4.06	one anchor
4.22	a lifebuoy with a drogue
4.22.5	A heaving line, no less than 6 mm (1/4") diameter, 15 - 25 m (50 - 75') long, readily accessible to cockpit
4.25	A strong, sharp knife, sheathed and securely restrained shall be provided readily accessible from the deck or a cockpit.
5.01.1	each crew member shall have:
	A personal flotation device which shall:
	a) be equipped with a whistle
	a) be equipped with a whistle c) clearly marked with yacht's or wearer's name

#### NOTES



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