Royal Ocean Racing Club

Notice of Race

2011

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COVER PICTURE : ROLEX/KURT ARRIGO

DEFINITIONS

Class - The term *Class* includes IRC, ORC, CSA and MOCRA rating systems.

Closing Date - is the date after which a late entry fee is charged.

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

Documents Page *can be found at* http://remus.rorc.org/documents/

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

Inshore Regatta - *Inshore Regattas* in 2011 are the RORC Easter Challenge and the IRC National Championship.

Next of Kin - is the person to be informed in case of emergency.

Offshore Race- *Offshore Races* are Category 0, 1, 2 and 3 races.

REMUS The RORC online entry system at http://remus.rorc.org/

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

Service Yacht - is one which is crewed by regular serving 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.

Introduction:
This Notice of Race consists of two main sections. Part 1 applies to all RORC races and includes rules that affect every race unless modified by Part 2. Part 2 details rules that apply to specific races. When a rule is modified in Part 2 it takes precedence over the rule in Part 1.

Terminology
A term used in the sense stated in the definitions is printed in italics (for example *Class*).

PART 1

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

1.1 ORGANISING AUTHORITY

The organising authority is the Royal Ocean Racing Club (RORC).

1.2 PROGRAMME

Race	Date	Destination / Location	Distance / Duration	Points Factor
RORC Caribbean 600	Monday 21 February	Antigua	605	1.4
RORC Easter Challenge	Friday 22 – Sunday 24 April Bank Holiday Weekend	Cowes	-	-
Cervantes Trophy Race	Saturday 30 April Bank Holiday Weekend	Cowes - Le Havre	95 – 140	1.0
De Guingand Bowl Race	Saturday 14 May	Cowes - Round Marks – Solent finish	24–36 hrs	1.0
Houghton Cup Centenary Race	Friday 20 May	Burnham on Crouch	120	1.0
Myth of Malham Race	Friday 27 May Bank Holiday Weekend	Cowes - Round Eddystone	230	1.2
North Sea Race	Friday 3 June	Harwich - Scheveningen	180	1.2
Morgan Cup Race	Friday 17 June	Cowes - Cherbourg via marks	75 – 125	1.0
Lyver Trophy Race	Friday 1 July	Holyhead - Howth	100	1.0
Cowes – Dinard – St Malo	Friday 8 July	Cowes - St Malo	164	1.0
IRC National Championship	Friday 15 – Sunday 17 July	Cowes	-	-
Channel Race	Saturday 30 July	Cowes - Round Marks – Solent finish	24–36 hrs	1.0
Rolex Fastnet Race	Sunday 14 August	Cowes - Fastnet Rock - Plymouth	608	1.5
Cherbourg Race	Friday 2 September	Cowes - Cherbourg	75	1.0

1.3 RULES AND REGULATIONS

1.3.1 English Law
This Notice of Race, and the terms of the contract created by the acceptance of a yacht's entry in 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.

1.3.2 Racing Rules of Sailing
The rules as defined in the Racing Rules of Sailing (RRS) 2009-2012.
(http://www.sailing.org/documents/racing-rules.php)

1.3.3 National Authority Prescriptions
The prescriptions of RYA will apply http://www.sailing.org/28524.php
No other National Authority prescriptions shall apply.

1.3.4 Changes to the Racing Rules of Sailing
Changes to RRS are listed in Appendix 1 to this Notice of Race. The changes will appear in full in the Sailing Instructions. The Sailing Instructions may also change other racing rules.

1.3.5 Class Rules
The rules and regulations of appropriate One Design and/or restricted class rules,
IRC Rules Parts A, B & C, ORC Rules, CSA Rules and MOCRA Rules.

1.3.6 ISAF Offshore Special Regulations (OSR)
The ISAF Offshore Special Regulations and RORC Prescriptions.
When details of Special Regulations cannot be met the Committee may accept an alternative.

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

1.3.8 Pollution
Dumping rubbish is prohibited under MARPOL legislation, the Merchant Shipping Regulations 1998 (Prevention of Pollution by Garbage) and Merchant Shipping Notice No 1720. In the Magistrates Courts the fines can be up to £25,000 and in the Crown Court: they are unlimited. Attention is drawn to the ISAF Code of Environmentally Friendly Behaviour http://www.sailing.org/28282.php

1.3.9 Notice of Race
This Notice of Race and any amendments thereto.

1.3.10 Sailing Instructions
Sailing Instructions will be issued to yachts that have met all of the entry requirements. Sailing Instructions will be emailed to competitors after the *Closing Date* for each race.
Sailing Instructions may be posted to competitors on request.

Succeeding items in the above list shall take precedence.

1.4 ADVERTISING
Yachts may be required to display advertising chosen and supplied by the organising authority.

1.5 RESPONSIBILITY

1.5.1 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…."

1.5.2 The RORC
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.

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

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

1.5.5 Race Declaration(s)
No yacht 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 1.15 below. The RORC reserves the right to require a signed declaration, in the terms set out in NoR 1.15 below, from each crewmember.

1.5.6 Safety and Life Saving Equipment
Crew members' attention is drawn to RRS 1.2 life-saving equipment . . . "Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions."
See also Special Regulation 5.02.

1.6 ELIGIBILITY – THE YACHT

1.6.1 Suitability
RORC races are open to seaworthy yachts 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 1.6.3.1.1 – Two-Handed Class. However no person may race contrary to the terms of a ban imposed by the RORC, a National Authority or ISAF.

1.6.2 Yacht Size
Except where stated otherwise the maximum size for any yacht is: monohull 30.5 metres/100ft LOA, multihull 21.5 metres/70ft. The minimum size for monohulls is determined by their rating, and their SSS/STIX numbers. The minimum LOA for multihulls is 9.15 metres/30ft.

The committee may make exceptions to the maximum and minimum sizes on application.

1.6.3 Divisions

1.6.3.1 IRC – Yachts rating 0.850 and greater
IRC Rules Parts A, B, and C shall apply, except as varied below or in the Sailing Instructions.

IRC Endorsed Certificates
IRC endorsed certificates are only required for the IRC National Championship.

IRC Rule 22.4.2 – Crew Numbers
IRC 22.4.2 is deleted and replaced by "The maximum number of crew that may sail aboard a yacht shall be as detailed below. There is no weight limit."

IRC certificate Number	Allowed crew
Up to 9	certificate number plus 1
10-13	certificate number plus 2
14 and over	certificate number plus 3

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.

IRC Rule 15
Automatic and wind-vane devices for steering may be carried but not used. This amends IRC Rule 15.

1.6.3.1.1 Two-Handed Class
A Two-Handed Class within IRC will be available in RORC *Offshore Races*. Yachts will be eligible for both Two-Handed and IRC rating band class trophies. Automatic or wind-vane steering is permitted (changes IRC Rule15). Entries must satisfy the committee that they have suitable and adequate experience and that their yacht is appropriately organised for two-handed sailing.

1.6.3.2 ORC Club - Yachts rating 1.005 and greater
In the North Sea Race yachts may enter in ORC Club (ORCi certificates are acceptable).
The maximum crew weight shall be that stated on the rating certificate except that one-design classes recognised by the RORC shall comply with their class rules.

1.6.3.3 CSA - Yachts rating 0.870 and greater
The RORC Caribbean 600 Race will be open to yachts with a Caribbean Sailing Association rating. Yachts with CSA and IRC ratings may be dual scored.

1.6.3.4 Multihulls - Yachts rating 1.170 and greater
Offshore multihulls with endorsed MOCRA (Multihull Offshore Cruising and Racing Association) rating certificates may enter a multihull division in RORC *Offshore Races*. The minimum crew for multihulls is two. In two-handed multihulls wind vane steering is permitted. This changes RRS 52.

Open multihulls may race without any rating.

1.6.3.5 Level Racing
When at least six yachts 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).

1.6.4 Classes and Class Flags

Class	TCC range	Class Flag
IRC CK*	0.850 and greater	Pennant 9
IRC Z	1.250 and greater	Pennant 0
IRC 1	1.101 - 1.249	Pennant 1
IRC 2	1.051 - 1.100	Pennant 2
IRC 3	1.007 - 1.050	Pennant 3
IRC 4	0.850 – 1.006	Pennant 4
ORC Club	1.005 and greater	Pennant 5
CSA	0.870 and greater	Pennant 6
Multihulls	1.170 and greater	Pennant 8

* IRC CK is a separate class within IRC for yachts with canting keels

The RORC reserves the right to amend the class splits in the light of 2011 data before the start of the season. 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 yacht with no backstay.

1.6.5 Ratings, Rating and Class Certificates, Deadline

Yachts shall hold valid rating/class certificate(s) on the C*losing Date*. Yachts racing under IRC are not required to submit a copy of their certificate to the RORC. Yachts holding other rating/class certificates shall submit a copy of their certificate(s) to the RORC by the *Closing Date*. Changes to ratings and class certificates will only be accepted after the *Closing Date* in exceptional circumstances at the discretion of the RORC. Every yacht 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.

1.6.6 ISAF Offshore Special Regulations (OSR) and RORC Prescriptions

The OSR Category which applies to each race depends on the nature of the race.
Inshore Regattas are usually Category 4.
Weekend *Offshore Races* are Category 3 with a Category 2 compliant liferaft.
Long *Offshore Races* are usually Category 2 (Rolex Fastnet Race) or Category 1.
Oceanic Races are usually Category 0.
The Category of each race in this Notice of Race is stated in Part 2.

The complete ISAF Offshore Special Regulations with RORC Prescriptions are in Appendix 3 to this Notice of Race. The OSR can also be found on the *Documents Page* where there are also extracts from the regulations which show what is required for a given Category.

1.6.6.1 OSR Compliance

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

For OSR Category 4 *Inshore Regattas* only, the entrant shall complete an online declaration, using the online entry system *REMUS* stating that the yacht complies with OSR Category 4 and RORC Prescriptions. In exceptional circumstances the RORC may accept a printed declaration.

For OSR Category 0, 1, 2 and 3 *Offshore Races* the Person in Charge shall, before the first offshore race of the season, complete an OSR Checklist (available on the *Documents Page*) to the appropriate Category.

Only one checklist appropriate to the race category per season is required from the Person in Charge.

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

1.6.6.2 Automatic Identification System (AIS)
OSR 3.29.1(n) requires yachts to carry an AIS Transponder in Category 0, 1 and 2 races.
AIS Transponders are recommended in Category 3 races.
Yachts shall ensure that the name of the yacht is displayed rather than just the MMSI number.
Yachts shall use their best endeavours to ensure that their AIS Transponder is switched on (i.e. transmitting and receiving) at all times during Category 0, 1 and 2 races.

1.7 STABILITY AND SAFETY INDICES

In accordance with OSR 3.04.3 the RORC uses minimum stability/buoyancy indices. For yachts competing under IRC either SSS or STIX and AVS Indices are used depending on the series date of the yacht and the Category of the race. Monohull yachts 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 yacht for a given Category of race.

1.7.1 SSS or STIX and AVS

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.

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.

Category 4 races:
Boats may be categorised under either STIX or SSS.

1.7.2 Minimum Permitted Values

OSR Category	Category 1	Category 2	Category 3	Category 4
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://www.ircrating.org/

1.8 ELIGIBILITY - *COMPETITORS*

1.8.1 Shoreside Contact
For OSR Category 4 *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. 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 *Next of Kin* details for all of the crew. A *Next of Kin* form is available on the *Documents Page.*

1.8.2 Offshore Crewlist
For OSR Category 0, 1, 2 and 3 *Offshore Races* an Offshore Crewlist complete with full *Next of Kin* details shall be supplied to the RORC. The Person in Charge shall select the crew from competitors who have registered as crew on the online entry system *REMUS*. In exceptional circumstances the RORC may accept receipt of the Offshore Crewlist by other means.

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

1.8.4 Training Requirement
For OSR Category 0, 1 and 2 races there are Training Requirements, see Part 2 for details. Training shall be to OSR Section 6. In the UK the appropriate RYA course is the “ISAF Offshore Safety Course”.

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

1.9 RACE ENTRY

1.9.1 Entering a Race
A yacht shall enter a RORC race using the *REMUS* online entry system and pay the appropriate entry fee before the closing date. In exceptional circumstances the RORC may accept an entry over the telephone. Submission of an Entry and payment of the fee will not guarantee a place in a race; all other entry requirements must be completed to the satisfaction of the RORC.

1.9.2 Payment
Payment shall be made, before the *Closing Date*, by credit card (through the online entry system or by telephone) or by UK cheque (payable to RORC Ltd) posted to London, see Appendix 4.
In exceptional circumstances the RORC may accept other payment methods.

1.9.3 Cancellations and Refunds
Cancellations before the *Closing Date* will be eligible for a refund of the race entry fee, minus the following administration fees:
Offshore Weekend Race £20
Easter Challenge and IRC National Championship £60
Rolex Fastnet Race and RORC Caribbean 600 Race £100

Cancellations after the *Closing Date* will be eligible for a refund of 50% of the race entry fee. This refund will be paid only against a written claim received by the RORC before 30th September 2011.

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.

1.9.4 Standard Entry Fees – shown in £ Sterling

LOA (m)	Offshore Weekend Race		Rolex Fastnet Race RORC Caribbean 600		Easter Challenge IRC National Championship	
	Member	Non-Member	Member	Non-Member	Member	Non-Member
Below 9.00	36	52	180	260	108	156
9.01-10.00	43	61	215	305	129	183
10.01-11.00	51	72	255	362	153	217
11.01-12.00	61	87	305	433	183	260
12.01-13.00	71	101	355	506	213	304
13.01-14.00	89	127	445	635	267	381
14.01-15.00	106	151	530	756	318	454
15.01-16.00	144	206	720	1030	432	618
16.01-17.00	190	271	950	1355	570	813
17.01-18.00	245	350	1225	1750	735	1050
18.01-19.00	333	476	1665	2380	999	1428
19.01-20.00	350	500	1750	2500	1050	1500
20.01-21.00	368	526	1840	2630	1104	1578
21.01-22.00	385	550	1925	2750	1155	1650
22.01-23.00	403	576	2015	2880	1209	1728
23.01-24.00	420	600	2100	3000	1260	1800
24.01-25.00	438	626	2190	3130	1314	1878
25.01-26.00	455	650	2275	3250	1365	1950
26.01-27.00	473	676	2365	3380	1419	2028
27.01-28.00	490	700	2450	3500	1470	2100
28.01-29.00	508	726	2540	3630	1524	2178
29.01-30.50	525	750	2625	3750	1575	2250

RORC Caribbean 600 – Yachts above 30.5m LOA:
Member £87.50 per metre
Non-Member £125.00 per metre

1.9.5 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.

1.9.6 Late Documentation Fee
A late documentation fee may apply to some races, see Part 2 for details.

1.10 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 average speed, this changes RRS A3.

1.11 PENALTIES

1.11.1 Taking a Penalty (RRS 44)

When a scoring penalty applies it will be as described in RRS 44.3.
Unless Sailing Instructions state that a scoring penalty applies, a yacht may take a Two Turns Penalty as permitted and described in RRS 44.2 for breaking a rule of RRS Part 2 or a right-of-way rule of IRPCAS, whichever applies at the time. When the right-of-way rules of IRPCAS apply a penalty need not be taken until it is safe to do so. This adds to RRS 44.1.

1.11.2 Penalties for Infringements of Other Rules

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

1.12 SCORING

1.12.1 *Inshore Regattas*

In an *Inshore Regatta* the low point system of RRS Appendix A will apply.

1.12.2 *Offshore Races*

The scoring system will be the *High Points System* in NoR Appendix 2 - RORC Points Table.
RRS Appendix A is changed; paragraph A4 will not apply.
Points will be multiplied by the Points Factor stated in NoR 1.2.

A boat that is penalized under RRS 30.2 or that takes a penalty under RRS 44.3(a) shall be scored points as provided in RRS 44.3(c).

1.12.3 Series Scores – Season's Points Championship and IRC Total Points Championship

All of the *Offshore Races* count towards Season's Points Championships for: IRC CK, Z, 1, 2, 3, 4, the Two-Handed Class and MOCRA Multihulls. RRS Appendix A is changed: paragraphs A2 and A9 shall not apply.

A yacht's highest 5 points-scoring *Offshore Races* will count for the Season's Points Trophies and Prizes. All of a yacht's points-scoring *Offshore Races* will count for the IRC Total Points Championship.

1.12.3.1 Number of Races

At least two races will have to be completed to constitute a series.

1.13 ANNUAL CHALLENGE TROPHIES, SPECIAL AWARDS, SEASON'S POINTS

The interpretation of the terms of award for all trophies and prizes will be made by the RORC Committee, whose decision is final. The Club holds the winners of trophies responsible for all damage or loss and strongly recommend that winners take out adequate insurance. Winners are responsible to get the trophy suitably engraved, and are also liable for all return carriage costs.

1.13.1 Season's Points Championship Trophies, IRC Total 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 Trophies - Best five *Offshore Races* to count

TROPHY	PRESENTED FOR	2010 Winner
Europeans Trophy	IRC Zero	John Merricks II, British Keelboat Academy
Trenchemer Cup	IRC One	Tonnerre de Breskens 3, Piet Vroon
Emily Verger Plate	IRC Two	Visit Malta Puma, Sailing Logic, Philippe Falle
Grenade Goblet	IRC Three	Foggy Dew, Noel Racine
Cowland Trophy	IRC Four	Iromiguy, Jean-Yves Chateau
Psipsina Trophy	Two-Handed Class	Psipsina, John Loden and Paddy Cronin
Shambles Salver	Multihulls	2010 - Not Awarded

Oldland/Watts Aquadanca Trophy 2010 - Not Awarded
For the Sigma 38 with the highest Season's Points

J 109 RORC Trophy 2010 - Not Awarded
Awarded to the J 109 with the highest score from her best five points races including the Rolex Fastnet Race

1.13.1.2 IRC Total Points Championship Trophies – All *Offshore Races* to count

Jazz Trophy	IRC Overall	Tonnerre de Breskens 3, Piet Vroon
David Fayle Memorial Cup	Best *Sailing School Yacht*	Visit Malta Puma, Sailing Logic, Philippe Falle
Serendip Trophy	Best Series produced Yacht	British Soldier, Army Sailing Association, Lt Col Tim Hill

The Serendip Trophy will be presented to the best Cruiser/Racer series produced yacht as decided by the Committee.

Haylock Cup	Best British *Service Yacht*	British Soldier, Army Sailing Association, Lt Col Tim Hill
Stradivarius Trophy	Best Overseas Yacht	Tonnerre de Breskens 3, Piet Vroon
Arambalza Swan Cup	Best Swan	Selene, Adrian Lower
Alan Paul Trophy		British Soldier, Army Sailing Association, Lt Col Tim Hill

Consistent high performance. Awarded to the yacht with the highest total fleet overall points (all races to count) plus a bonus: 2.5[R+(R-1) +(R-2) +(R-3) etc+(R-R)] when R=races completed. Class Season's Points winners are excluded.

1.13.1.3 Special Awards

2011 Yacht Of The Year (2010 Holder – Tonnerre de Breskens 3, Piet Vroon)
Winning the **SOMERSET MEMORIAL TROPHY** 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 Members Foggy Dew, Noel Racine
For the yacht with the most RORC points in IRC Overall in the Cherbourg Race plus her best three races taken from Cervantes, Morgan Cup, Myth of Malham and the Cowes-Dinard-St Malo Races. In each of the races an Assuage Tankard will be won by the best yacht on IRC Overall points.

Highwayman Cup 2010 - Not Awarded
Best Elapsed time in the Rolex Fastnet Race, Morgan Cup, Cowes-Dinard-St Malo and Cherbourg races.

Duncan Munro-Kerr Youth Challenge Trophy Floris Oud sailing on Winsome
For a youth crew member that 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 2011. Tie-break younger crew member wins.

Peter Harrison Youth Trophy John Merricks II, British Keelboat Academy
For yachts with a minimum of 33% (rounded up) of the crew under the age of 25 on the 1st January 2011. Highest points score from any 3 O*ffshore Races*. Entries are encouraged from Yacht Clubs and a 30% discount on race entry fees will be allowed for non-members of the RORC.

Dennis P Miller Memorial Trophy	British Yacht Overseas	Rán, Niklas Zennström
Seamanship Trophy	Outstanding Act of Seamanship	2010 – Not Awarded
Freddie Morgan Trophy	Classic Yacht in IRC	Winsome, Harry Heijst

The Pera Awards 2010 – Not Awarded
Pera Awards may be given to yachts which receive redress for rendering assistance during a race

1.14 INDIVIDUAL RACE PRIZES AND TROPHIES

The interpretation of the terms of award for all trophies and prizes will be made by the Race Committee, whose decision is final.

1.14.1 Prizes:

RORC medallions will be presented as prizes for each class and division as follows:

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

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.

High Number of Starters

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

1.14.2 Trophies:

When no yacht qualifies to win a particular trophy the Race Committee may, at its discretion, award it otherwise. The Club holds the winners of trophies responsible for all damage or loss and strongly recommend that winners take out adequate insurance. Winners are responsible to get the trophy suitably engraved, and are also liable for all return carriage costs.

1.15 RACE ENTRY DECLARATION

The Person in Charge for each race shall agree to the terms of the declaration below using *REMUS* the online entry system. In exceptional circumstances the RORC may accept a signed printed declaration.

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, other 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 1.5 Responsibility. Before racing I will effect 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 buoyancy adequate for the conditions). See also RORC Prescription to the Special Regulations 5.01.5

I agree to be bound by RRS, RYA Prescriptions, this Notice of Race, ISAF Offshore Special Regulations and other applicable rules. The yacht 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 on my yacht contrary to the terms of any ban imposed by ISAF, or 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.

1.16 INSURANCE

Yachts shall effect adequate and suitable insurance before racing.

PART 2 – THE RACES

Introduction:
Part 2 of this Notice or 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.

RORC CARIBBEAN 600

2.1 **Organised by the Royal Ocean Racing Club in association with the Antigua Yacht Club**

2.2 **Monday 21st February**
First Warning Signal: 1050 off Fort Charlotte, Antigua

2.3 **Divisions:** IRC 0.990 and greater, IRC Two-Handed Class 0.990 and greater, CSA 0.870 and greater, Multihull, Class40. This changes NoR 1.6.3.1.
Note: There is no maximum length of boat for this race. This changes NoR 1.6.2.

2.4 **Entry:** Entry opens on the 1st October 2010

2.5 ***Closing Date*:** Thursday 3rd February 2011

2.6 **Special Regulations:** Offshore Special Regulations Category 3 with RORC prescriptions plus Category 2 liferaft and **EPIRB**, see NoR 1.6.6

2.7 **Stability and Safety Indices:** see NoR 1.7

2.10 **Briefing**: There will be a briefing for Skippers and Navigators at 1800 on Saturday 19th February at the Antigua Yacht Club.

2.11 **Course:** York Island (P), Green Island (P), North Sails Inflatable Mark off Barbuda (P), Nevis (S), Saba (S), St Barths (P), St Maarten (S), Tintamarre (S), Guadeloupe (P), Les Saints (P), Les Desirade (P), North Sails Inflatable Mark off Barbuda (P), Redonda (P), Fort Charlotte Antigua and finish. **Approximately 600 miles**

2.12 **Berthing:** All boats are required to be berthed in English or Falmouth Harbours from 1200 on Friday 18th February 2011. Any boat that anticipates a problem being able to comply with this instruction will need to contact the Race Committee and request dispensation. Berthing is not included in the entry fee.

2.13 **Points Factor:** 1.40, see NoR 1.12.2

2.14 **Race Prizes and Trophies:** RORC Caribbean 600 IRC Overall Trophy – BCT IRC; 1st IRC CK; 1st IRC Z; 1st IRC 1; 1st IRC 2; 1st IRC 3; 1st IRC 4; 1st Two-Handed Class; 1st CSA Class; First Yacht Home (Monohull); First Yacht Home (Multihull); 1st MOCRA Multihull; RORC Medallions.

2.15 **Prizegiving:** Friday 25th February, 1900, Antigua Yacht Club. All crews welcome.

2.16 **Tracking:** It will be mandatory for yachts to carry an Offshore Tracker unit for the RORC Caribbean 600 Race. The units are standalone and will be supplied by the RORC. A deposit, which may be set against a credit card, will be required. Full details will be issued to entries separately. The entry fee includes tracking.

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

Race Office: Antigua Yacht Club, English Harbour, Antigua, West Indies
Telephone: +1 (0) 268 460 1799

RORC EASTER CHALLENGE

2.1 Organised by the Royal Ocean Racing Club

2.2 Friday 22nd April – Sunday 24th April

2.2.1 Programme

Date	Races	HW (Portsmouth)	First Warning Signal
Fri. 22nd April	1 & 2	1519 – 4.60m	1255
Sat. 23rd April	3, 4 & 5	1608 – 4.40m	0955
Sun. 24th April	6 & 7	1702 – 4.10m	0955

2.2.2 Coaching: Coaching support will be provided with post-race debriefing and on-the-water advice during racing (changes RRS 41 – outside assistance).

2.3 Divisions: 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 22.1.2 yachts competing in the RORC Easter Challenge will not be required to carry their bunk cushions.

2.4 Entry: Entry opens on the 10th January 2011

2.5 *Closing Date*: Thursday 14th April 2011

2.6 Special Regulations: Category 4 with RORC prescriptions plus VHF Radio, the primary purpose of which is to monitor the Race Committee.

2.6.1 OSR 4.26 Heavy Weather Sails: OSR 4.26.4(g) will not apply.

2.7 Stability and Safety Indices: see NoR 1.7

2.11 Course(s): Racing on tight Solent Courses designed to emphasise crew work and boat handling.

2.13 Scoring: *Inshore Regatta* the low point system of RRS Appendix A will apply, accept that RRS A2 is changed - All races held will count.

2.14 Race Prizes and Trophies: RORC Easter Challenge Prizes for all classes by race.
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 4 to come in the top three of her class overall.

2.15 Prizegiving: The Prizegiving will be held at 1700 on Sunday 24th April at the Events Centre – Cowes Yacht Haven.

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

Race Office
Start: Cowes Office: see Appendix 4

Coaching: 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 Cowes Yacht Haven Events centre ASAP after racing on both Friday and Saturday. To register your interest and get further information – email the RORC racing@rorc.org.uk subject RORC Easter Challenge Coaching.

Social: All competitors will be welcome at the Royal Corinthian Yacht Club, the Island Sailing Club, the Cowes Corinthian Yacht Club and the Royal London Yacht Club. For details of accommodation and dining facilities please contact the individual Club.

CERVANTES TROPHY RACE

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

2.2 Saturday 30th April (Bank Holiday Weekend)
First Warning Signal: 0750, RYS Cowes, to the West
HW: Portsmouth 1032 4.10m

2.3 Divisions: IRC, IRC Two–Handed, Class40, Multihull

2.4 Entry: Entry opens on the 10th January 2011

2.5 *Closing Date*: Thursday 21st April 2011

2.6 Special Regulations: Offshore Special Regulations Category 3 with RORC prescriptions plus Category 2 liferaft; see NoR 1.6.6

2.7 Stability and Safety Indices: see NoR 1.7

2.11 Course: Suitable course(s) finishing in Le Havre will be designed to last between 24 and 36 hours. The Race Committee will design the course(s) in the light of prevailing weather conditions.

2.12 Berthing: Complementary berthing is available for the Cervantes Trophy race fleet from the finish of the race until Sunday 1st May. Call VHF 9, Yacht Club Marina.

2.13 Points Factor: 1.00, see NoR 1.12.2

2.14 Race Prizes and Trophies: Cervantes Trophy – BCT IRC; Thalassa Cup – IRC 1; Noryema VII Cup – IRC 2; Vashti Goblet – IRC 3; Kinross Trophy – IRC 4; SRH Cup - Two–Handed Class; RORC Prizes – Multihull, Class40; RORC Medallions.

2.15 Prizegiving: In Le Havre as soon as possible after the race.
RORC Medallions will be presented on Tuesday 17th May, 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)

Race Office
Start: Cowes Office: see Appendix 4

Finish: RORC Representative: Société des Régates du Havre, Port des Yachts, Quai Eric Tabarly, 76600, Le Havre. Tel: +33 (0) 2 35 42 41 21

DE GUINGAND BOWL RACE

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

2.2 Saturday 14th May
First Warning Signal: 0750, RYS Cowes, to the West
HW: Portsmouth 0902 4.30m

2.3 Divisions: IRC, IRC Two–Handed, Class40, Multihull

2.4 Entry: Entry opens on the 10th January 2011

2.5 *Closing Date*: Thursday 5th May 2011

2.6 Special Regulations: Offshore Special Regulations Category 3 with RORC prescriptions plus Category 2 liferaft; see NoR 1.6.6

2.7 Stability and Safety Indices: see NoR 1.7

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 Points Factor: 1.00, see NoR 1.12.2

2.14 Race Prizes and Trophies: De Guingand Bowl – BCT IRC; St Barbara Trophy – IRC 1; Stewart Cup – IRC 2; Auclair Trophy – IRC 3; David Maufe Salver – IRC 4; RORC Prizes – Two–Handed Class, Multihulls, Class40; RORC Medallions.

2.15 Prizegiving: Prizes and RORC Medallions will be presented on Tuesday 17th May, 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)

Race Office
Cowes Office: see Appendix 4

MYTH OF MALHAM (ROUND EDDYSTONE) RACE

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

2.2 Friday 27th May (Bank Holiday Weekend)
First Warning Signal: 0750, RYS Cowes, to the West
HW: Portsmouth 0747 3.70m

2.3 Divisions: IRC, IRC Two–Handed, Class40, Multihull

2.4 Entry: Entry opens on the 10th January 2011

2.5 *Closing Date*: Thursday 19th May 2011

2.6 Special Regulations: Offshore Special Regulations Category 3 with RORC prescriptions plus Category 2 liferaft; see NoR 1.6.6

2.7 Stability and Safety Indices: see NoR 1.7

2.11 Course: Eddystone Lighthouse (P), North Head and finish. **Approximately 230 miles**

2.13 Points Factor: 1.20, see NoR 1.12.2

2.14 Race Prizes and Trophies: Myth of Malham Cup – BCT IRC; Loujaine Cup – IRC 1; Jamarella Trophy – IRC 2; Maid of Malham Cup - IRC 3; Ernest Moore Plate – IRC 4; Ville D'Hyeres Trophy – Two-Handed Class; RORC Prizes – Multihulls, Class40; RORC Medallions.

2.15 Prizegiving: Prizes and Medallions on Tuesday 21st June, 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)

Race Office
Cowes Office: see Appendix 4

NORTH SEA RACE

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

2.2 Friday 3rd June
First Warning Signal: 1020, near the entrance of Harwich Harbour.
HW: Harwich 1333 3.80m

2.3 Divisions: IRC, IRC Two–Handed, ORC, Class40, Multihull

2.4 Entry: Entry opens on the 10th January 2011. Boats competing in the Delta Lloyd North Sea Regatta must enter the North Sea Race through RORC's online entry system *REMUS* see NoR 1.9.

2.5 *Closing Date*: Thursday 26th May 2011

2.6 Special Regulations: Offshore Special Regulations Category 3 with RORC prescriptions plus Category 2 liferaft; see NoR 1.6.6

2.7 Stability and Safety Indices: see NoR 1.7

2.11 Course: Cork Sand Yacht Beacon – NW Roughs Tower Buoy – Roughs Tower – SE Roughs Tower Buoy – Black Deep Buoy – South Galloper – Outer Gabbard Buoy – Smith's Knoll Buoy – MSP Buoy - Scheveningen. **Approximately 180 miles**

2.13 Points Factor: 1.20 see NoR 1.12.2

2.14 Race Prizes and Trophies: Goeree Challenge Cup – BCT IRC; Wylie Trophy – IRC Z; Lutine Trophy IRC 1; Joannes Pompejus Memorial Cup – IRC 2; Carter-Ruck Trophy – IRC 3; Jan Moreton Salver – IRC 4; 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 (Holland v GB); RORC Prizes – Multihulls, Class40; RORC Medallions.

The following trophies will be allocated to ORC Club classes once entries have closed: Cruising YC of Australia Trophy; Veerhaven Trophy; Lora Challenge Cup; Maas Challenge Cup; RORC Seahorse Trophy; Zwerver Cup.

2.15 Prizegiving: At Scheveningen as soon as possible after the race on Sunday 5th June.

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 (0) 1473 780 319

Finish: RORC Representative: c/o Yacht Club Scheveningen, Hellingweg136, 2583 DX, Scheveningen, Netherlands. Telephone: +31 (70) 322 7179

Delta Lloyd North Sea Regatta 2011:
IRC Regatta
- 31st May Vuurschepen Race, Scheveningen – Harwich
- 3rd June North Sea Race (RORC), Harwich – Scheveningen
- 10th – 13th June Inshore Races Scheveningen

Free mooring
For further information contact: Delta Lloyd North Sea Regatta 2011, Hellingweg136, 2583 DX, Scheveningen, The Netherlands Tel: +31 (70) 322 88 63 Website: www.nsr.nl

MORGAN CUP RACE

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

2.2 Friday 17th June
First Warning Signal: 1850 from the RYS Cowes, to the East
HW: Portsmouth 1319 4.70m

2.3 Divisions: IRC, IRC Two–Handed, Class40, Multihull

2.4 Entry: Entry opens on the 10th January 2011

2.5 *Closing Date*: Thursday 9th June 2011

2.6 Special Regulations: Offshore Special Regulations Category 3 with RORC prescriptions plus Category 2 liferaft; see NoR 1.6.6

2.7 Stability and Safety Indices: see NoR 1.7

2.11 Course: Suitable course(s) finishing in Cherbourg will be designed to last between 24 and 36 hours. The Race Committee will design the course(s) in the light of prevailing weather conditions.

2.13 Points Factor: 1.00, see NoR 1.12.2

2.14 Race Prizes and Trophies: Royal Thames Yacht Club Morgan Cup - BCT IRC; RTYC Knightsbridge Cup – IRC 1; RTYC Queenborough Cup - IRC 2; RTYC Charles Ball Challenge Cup - IRC 3; RTYC Warsash Cup – IRC 4; RTYC Colin Campbell Challenge Cup - Two-Handed Class; RORC Salver – First Yacht Home; RORC Prizes – Multihull, Class40; RORC Medallions.

2.15 Prizegiving: The Morgan Cup trophies will be presented at the Royal Thames Yacht Club prizegiving dinner on Tuesday 8th November. RORC Medallions will be presented on Tuesday 21st June, 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)

Race Office
Start: Cowes Office: see Appendix 4

Finish: RORC Representative: c/o Yacht Club de Cherbourg, Port Chantereyne 50100, Cherbourg. Telephone: +33 (0) 2 33 94 28 05

COWES – DINARD – ST MALO RACE

2.1 Organised by the Royal Ocean Racing Club in association with UNCL, Yacht Club de Dinard, Société Nautique de la Baie de St. Malo and the Royal Yacht Squadron

2.2 Friday 8th July
First Warning Signal: 1450, RYS Cowes, to the West
HW: Portsmouth 1032 4.10m

2.3 Divisions: IRC, IRC Two–Handed, Class40, Multihull

2.4 Entry: Entry opens on 10th January 2011. In co-operation with JOG the following arrangement applies to the Cowes-Dinard-St Malo Race this year. Yachts 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 will add £5 for the benefit of JOG.

2.5 *Closing Date*: Thursday 30th June 2011

2.6 Special Regulations: Offshore Special Regulations Category 3 with RORC prescriptions plus Category 2 liferaft; see NoR 1.6.6

2.7 Stability and Safety Indices: see NoR 1.7

2.11 Course: Cowes – Casquets - Les Hanois – St Malo **Approximately 164 miles**

2.13 Points Factor: 1.00, see NoR 1.12.2

2.14 Race Prizes and Trophies: King Edward VII Cup - BCT IRC; Derek Boyer Trophy – 2nd BCT IRC; Lloyds of London Salver – IRC Z; Noryema Trophy - IRC 1; Yeoman Bowl – IRC 2; YC de Dinard Trophy – IRC 3; IR Trophy – IRC 4; Slingshot Trophy – Two-Handed Class; *John West Trophy - Club Challenge for two yacht teams scored in IRC Overall; Passmore Bowl – BCT of the most numerous production boat class in IRC; Sandison Memorial Salver – First Yacht Home; *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 – BCT in Largest Class; Dinard Trophy – 1st Multihull Home; Yachts and Yachting Cauldron – BCT MOCRA Rating Rule; RORC Prizes – Class40; RORC Medallions.

* 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.

2.15 Prizegiving: On Sunday 10th July at 1200 (local time) at the Yacht Club de Dinard. RORC medallions will be presented on Tuesday 2nd August, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

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

Race Office
Start: Cowes Office: see Appendix 4

Finish: RORC representative, Société Nautique de la Baie de St. Malo, Quai de Bajoyer 5, 35400 St. Malo.
Telephone: + 33 (0) 2 9920 2295

Course Record: 2008 ICAP Leopard 3 at 11.61 knots

IRC NATIONAL CHAMPIONSHIP

2.1 Organised by the Royal Ocean Racing Club

2.2 Friday 15th July – Sunday 17th July

2.2.1 Programme

Date	Races	HW (Portsmouth)	First Warning Signal
Friday 15th July	1, 2 & 3	1222 – 4.60m	1025
Saturday 16th July	4, 5 & 6	1307 – 4.70m	1025
Sunday 17th July	7 & 8	1347 – 4.70m	1025

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

2.4 Entry: Entry opens on the 10th January 2011

2.5 *Closing Date*: Thursday 7th July 2011

2.6 Special Regulations: Category 4 with RORC prescriptions plus VHF Radio, the primary purpose of which is to monitor the Race Committee.

2.6.1 OSR 4.26 Heavy Weather Sails: OSR 4.26.4(g) will not apply.

2.7 Stability and Safety Indices: see NoR 1.7

2.11 Course(s): Racing will take place in the Solent; the Sailing Instructions will define the courses.

2.12 Berthing: will not be provided. Boats wishing to berth in Cowes need to make their own arrangements. Cowes Yacht Haven - Tel. +44 (0) 1983 299 975

2.13 Scoring: *Inshore Regatta* the low point system of RRS Appendix A will apply, 2 races will constitute a series.

2.13.1 IRC National Championship Points: The overall prize for the IRC National Championship will be awarded to the yacht with the lowest resultant score when the following formula is applied:

$$\frac{\text{(A yachts series score / (number of scored races minus 1))}}{\text{(Number of entries in class plus 2)}}$$

For the purposes of scoring classes Zero and One may be combined and constitute one class.

2.14 Race Prizes and Trophies: RORC IRC National Championship Trophy – 1st Overall; Jackdaw Trophy – 2nd Overall; Class prizes by race.

2.15 Prizegiving: The Prizegiving will be held at 1700 on Sunday 17th July at the Events Centre – Cowes Yacht Haven.

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

Race Office
Start: Cowes Office: see Appendix 4

Social: All competitors will be welcome at the Royal Corinthian Yacht Club, the Island Sailing Club, Cowes Corinthian Yacht Club and the Royal London Yacht Club. For details of accommodation and dining facilities please contact the individual club. Additional social arrangements will be published in the Sailing Instructions.

CHANNEL RACE

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

2.2 Saturday 30th July
First Warning Signal: 0850, RYS Cowes, to the West
HW: Portsmouth 1153 4.60m

2.4 Entry: Entry opens on the 10th January 2011

2.5 *Closing Date*: Thursday 21st July 2011

2.3 Divisions: IRC, IRC Two–Handed, Class40, Multihull

2.6 Special Regulations: Offshore Special Regulations Category 3 with RORC prescriptions plus Category 2 liferaft; see NoR 1.6.6

2.7 Stability and Safety Indices: see NoR 1.7

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 Points Factor: 1.00, see NoR 1.12.2

2.14 Race Prizes and Trophies: Channel Challenge Cup - BCT IRC; Stetson Plate – IRC 1; Royal Albert YC Trophies - IRC 2, 3 and 4; Assegai Bowl – Two-Handed Class; Hugh Astor Trophy - 1st Yacht Home; Inter Service Trophy - *Service Yacht* with BCT; RORC Prizes – Multihull, Class40; RORC Medallions.

2.15 Prizegiving: Prizes and RORC medallions will be presented on Tuesday 2nd August, 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)

Race Office
Cowes Office: see Appendix 4

ROLEX FASTNET RACE

2.1 Organised by the Royal Ocean Racing Club in association with the Royal Western Yacht Club, Plymouth and the Royal Yacht Squadron

2.2 Sunday 14th August
First Warning Signal: 1050 from the RYS Cowes, to the West
HW: Portsmouth 1247 4.70m

2.3 Divisions: IRC, IRC Two–Handed, IMOCA 60, Class40, Multihull.

2.4 Entry:
Entry opens on 10th January 2011.

2.4.1 Maximum Number of Entries:
The first 300 registered yachts to supply the information listed below will be allocated places**.** When the entry limit has been reached subsequent entries will be placed on a waiting list. Allocation of places from the waiting list shall be in the discretion of the RORC. Preference will be given to members of the RORC. In the event of the RORC being unable to allocate a place in the race the race entry fee shall be refunded except for a Cancellation Fee (NoR 1.9.3).

2.4.2 Entry Procedure:
To be allocated a place in the race a Yacht shall supply:

- A proposal to satisfy the Experience Qualification requirement.
- Evidence of their crew having satisfied, or a proposal to satisfy, the Training Requirements.
- A class certificate as appropriate e.g. Class40.

The RORC shall have the discretion to allocate places subject to a timetable for the supply of information.

2.4.3 Race Documentation:
A yacht which has been allocated a place shall also supply the following no later than the *Closing Date:*

- An ISAF Offshore Special Regulations Checklist to Category 2 plus RORC Prescriptions including the 15 digit HEX ID of the yacht's 406 EPIRB.
- A Hull Construction Certificate in accordance with ISAF Offshore Special Regulation 3.03.
- A complete Crew List see NoR 1.8.2.
- A Disclaimer and Media Rights Waiver signed online through *REMUS* by all of the crew; see the *Documents Page.*
- Evidence of her crew having satisfied the training requirement.

2.5 *Closing Date*: Thursday 28th July 2011.
Late Documentation Fees apply after the *Closing Date*. Submissions to satisfy NoR 2.4.2 and 2.4.3 after this deadline may be accepted at the discretion of the RORC and with payment of an additional administrative late fee of **£200.00** per document submitted late or changed.

2.6 **Special Regulations:** Offshore Special Regulations Category 2 with RORC prescriptions; see NoR 1.6. Competitors are reminded that AIS is required, see NoR 1.6.6.2.

2.7 **Stability and Safety Indices:** see NoR 1.7

2.8 **Experience Qualification:** The Rolex Fastnet Race is not a race for novices. Every crew member must have experience of sailing a yacht offshore, and be prepared to encounter heavy weather. Competitors may be required to provide evidence of offshore experience.

The Person in Charge with at least half the crew must have completed in the yacht in which they will race the Rolex Fastnet Race, in the 12 months preceding the start:
1. 300 miles of RORC offshore racing, or
If the yacht is normally kept in a place without reasonable access to RORC racing:-
2. One RORC offshore race plus offshore racing* or a non-stop passage, to be proposed to and agreed by RORC, making a total of at least 300 miles, or
3. Other qualifications similar to (2) above to be proposed to and agreed by RORC.

*To qualify as "offshore racing" a race must be of at least 75 miles duration and include at least one night at sea.

Notes:
1. When plans to qualify as above cannot be completed (e.g. a race becalmed) or in exceptional circumstances, alternative proposals must be made to RORC as soon as possible.
2. A *Service Yacht* may qualify as above or submit written authority from her service establishment.
3. The acceptance by RORC of any experience qualification does not warrant suitability for the Rolex Fastnet Race.

2.9 **Training Requirement:** It is the Person in Charge's responsibility to ensure that the following criteria are met and that copies of Certificates or Letters of Attendance are submitted to RORC.

At least 30% of the crew including the Person in Charge must have completed training to Section 6 of the ISAF Offshore Special Regulations. In the Two-Handed Class both crewmembers must have received training. The training must have taken place after 1st January 2006.

First Aid Training
In addition at least one member of the crew shall hold a valid Senior First Aid Certificate or equivalent.

2.10 **Briefing:**
A briefing will be held in Cowes at 1800 on Saturday 13th August at the Cowes Yacht Haven. Two representatives from each boat will be admitted. This briefing is not mandatory. Information will also be on the RORC website: www.rorc.org

2.11 **Course:** Cowes - Fastnet Rock – Plymouth. **Approximately 608 miles**

2.12 **Berthing**
Berthing will be for at least 48 hours in Plymouth. Competitors should be aware that there may be insufficient space at Sutton Harbour due to the large size of the fleet and it may be necessary to direct yachts to an alternative berth in Queen Anne's Battery Marina, Plymouth Yacht Haven, Mayflower Marina, Moorings in the Cattewater or elsewhere.

2.13 **Points Factor:** 1.50, see NoR 1.12.2

2.14 Race Prizes and Trophies: A Rolex Chronometer may be awarded to the Fastnet Challenge Cup winner and the line honours monohull winner. In the event of one boat winning both trophies only one chronometer will be presented.

IRC TROPHIES			
Fastnet Challenge Cup	Best Overall	Brunskill Trophy	Best Two-Handed Yacht Overall
Kees Van Dam Memorial Trophy	Second Best Overall	Berrimilla Dog Bowl	Best Two-Handed Yacht in IRC 4
Erivale Trophy	First Yacht Home (IRC CK)	Alf Loomis Trophy	Navigator of Best Yacht Overall
Erroll Bruce Cup	First Yacht Home (IRC Z)	Joggernaut Trophy	Best Irish Yacht Overall
Jolie Brise Cup	First Yacht Home (IRC 1-4)	Arambalza Cup	Best Non British Yacht Overall
Clarion Cup	First British Yacht Home	*Roger Justice Trophy	Best *Sailing School* Yacht Overall
Gesture Trophy	IRC CK	*Inter-Regimental Cup	Best *Service Yacht* Overall
Hong Kong Cup	IRC Z	Whirlwind Trophy	Best Swan Yacht Overall
West Mersea YC Trophy	IRC 1	*Bloodhound Cup	Best Corporate Yacht
Foxhound Cup	IRC 2	*Martin Illingworth Trophy	Inter-Club for teams of 3 yachts nominated by an affiliated Club
Favona Cup	IRC 3		
Iolaire Cup	IRC 4		

SPECIAL TROPHIES	
RORC Open 60 Trophy	First IMOCA Open 60 Home
Philip Whitehead Cup	First Class40 Home
Spangle Trophy	First Contessa 32
Hobo Bowl	Best IRC One-Design Yacht
*The Sparkman & Stephens Trophy	Best Sparkman & Stephens designed Yacht
RORC Bowl	Best Swan in the Dinard/St Malo and Fastnet Races
*Royal Thames Spirit Cup	First Royal Thames YC Yacht Home
*Duncan Munro-Kerr Memorial Trophy	Best Yacht with skipper aged between 18 and not more than 30 on 14th August 2011
Iolaire Block	Oldest Yacht to complete the Course
* Maite de Arambalza Trophy	Best Yacht with a Female Skipper
*Dennis Doyle Memorial Salver	Skipper who has done the greatest number of Fastnet Races including the current one
*Coates Scholfield Trophy	The Yacht whose crew have sailed the furthest to complete the race
Ken Newman Endurance Salver	Yacht with the Greatest Elapsed Time
Galley Slaves Trophy	Galley Slave of the Yacht with the Greatest Elapsed Time

FASTNET ROUNDING TROPHIES	
Irish Lights Trophy	First IRC Yacht on the water
*Culdrose Trophy	Best IRC *Service Yacht* round on corrected time

MULTIHULL TROPHIES	
Yachts and Yachting Catamaran Trophy	First Multihull Home
MOCRA Muster Trophy	First MOCRA Rated Multihull under 50ft Home
MOCRA Crystal Trophy	Best MOCRA Rated Multihull under 50ft

*These trophies are subject to specific extra conditions which are set out in a Trophy Application Form which can also be found on the *Documents Page.* To be eligible entrants must complete the form and lodge it with the RORC before the *Closing Date.*

RORC Medallions see NoR 1.14.1

A Rolex Fastnet Certificate will be sent on request to every crewmember who completes the course.

2.15 **Prizegiving:** The Rolex Fastnet Prizegiving will be held in Plymouth on Friday 19th August 2011. Details will be published in the Sailing Instructions. RORC medallions will be presented on Tuesday 6th September, 1930 at the Clubhouse, 20 St James's Place, London, SW1. All crews welcome.

2.16 **Tracking:** It will be mandatory for yachts to carry an Offshore Tracker unit for the Rolex Fastnet Race. The units are standalone and will be supplied by the RORC.
A deposit, which may be set against a credit card, will be required. Full details will be issued to entries separately. The entry fee includes tracking.

2.17 **Sponsors Flags and Bow Stickers:** Race sponsor's flags may be provided, if so shall be flown from the backstay at all times during the race. Class and sponsor's flags shall be flown at a level above that of the upper lifelines. Bow stickers may be provided and every effort shall be made to retain them on the bows. Race sponsor's battle flags will be provided, and shall be flown from the forestay while berthed in Sutton Harbour Marina. A competitor may not protest this requirement.

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

Race Office
Start: Cowes Office: see Appendix 4

Finish: RORC Race Office, Sutton Harbour Marina, Plymouth (phone and fax numbers will be advised)

FASTNET RACE RECORDS	Yacht Name	Year	Speed
Fastest monohull with variable ballast	LEOPARD 3	2007	13.72 knots
Fastest monohull without variable ballast	RAMBLER	2007	13.50 knots
Fastest 60ft multihull	FUJICOLOR	1999	15.03 knots
Fastest multihull under 50ft	SPIRIT OF ENGLAND	1997	8.38 knots
Fastest Volvo Ocean Race Yacht	ILLBRUCK 2 (Volvo 60)	1999	11.36 knots
Fastest IMOCA Open 60	PRB	2007	12.09 knots

CHERBOURG RACE

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

2.2 Friday 2nd September
First Warning Signal: 1850 from the RYS Cowes, to the East
HW: Portsmouth 1858 3.80m

2.3 Divisions: IRC, IRC Two–Handed, Class40, Multihull

2.4 Entry: Entry opens on the 10th January 2011

2.5 *Closing Date*: Thursday 25th August 2011

2.6 Special Regulations: Offshore Special Regulations Category 3 with RORC prescriptions plus Category 2 liferaft; see NoR 1.6.6

2.7 Stability and Safety Indices: see NoR 1.7

2.11 Course: Cowes to Cherbourg. **Approximately 75 miles.**

2.13 Points Factor: 1.00, see NoR 1.12.2

2.14 Race Prizes and Trophies: Cherbourg Trophy – BCT IRC; Quailo Cup IRC Z and 1; Trophée des Deux Manches – IRC 2; Yacht Club de France - IRC 3; Jolie Brise Trophy – IRC 4; RORC Trophy – Two-Handed Class; RORC Prizes – Multihull, Class40; RORC Medallions.

2.15 Prizegiving: In Cherbourg as soon as possible after the race.
RORC Medallions will be presented on Tuesday 6th September, 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)

Race Office
Start: Cowes Office: see Appendix 4

Finish: RORC Representative: c/o Yacht Club de Cherbourg, Port Chantereyne 50100, Cherbourg. Telephone: +33 (0) 2 33 94 28 05

APPENDIX 1 STATEMENT OF CHANGES TO THE RACING RULES OF SAILING (RRS)

Race Signals - Code Flag L
The display of code flag 'L' by the Race Committee will mean that a change to Sailing Instructions has been published. Changes will be numbered 1, 2, 3, etc. and pennant '1' '2' or '3' displayed close up to 'L' will indicate the latest change. When flag 'L' is displayed it shall be the responsibility of each yacht to satisfy herself that she is familiar with the change. A written copy of a change may be obtained from the Race Committee.

RRS 41 - Outside Help
A yacht shall not receive information (other than that publicly available to all) which might help her in the race. A yacht may receive information about severe weather without infringing RRS 41. A yacht 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.

RRS 42, 45, 47 - Propulsion
See Sailing Instructions for details regarding use of engine and taking shelter in *Offshore Races*

A2, A4, A9 - Scoring – see Appendix 2 Scoring

RRS A3 - Scoring
See NoR 1.10 Courses and Appendix 2 Scoring
The final sentence is modified to read "However when a handicap or rating system is used a yacht's corrected time, rounded to the nearest second, shall determine her finishing place."

APPENDIX 2 RORC POINTS TABLE - BASED ON THE COX-SPRAGUE SYSTEM

Number of Starters										20 or	
10	11	12	13	14	15	16	17	18	19	more	Place
90	91	92	93	94	95	96	97	98	99	100	1
84	85	86	87	88	89	90	91	92	93	94	2
80	81	82	83	84	85	86	87	88	89	90	3
76	77	78	79	80	81	82	83	84	85	86	4
73	74	75	76	77	78	79	80	81	82	83	5
70	71	72	73	74	75	76	77	78	79	80	6
68	69	70	71	72	73	74	75	76	77	78	7
66	67	68	69	70	71	72	73	74	75	76	8
64	65	66	67	68	69	70	71	72	73	74	9
62	63	64	65	66	67	68	69	70	71	72	10
	61	62	63	64	65	66	67	68	69	70	11
		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

Place	Pts.	Place	Pts.	Place	Pts.	Place	Pts.
21	58.5	27	55.5	33	52.5	39	49.5
22	58.0	28	55.0	34	52.0	40	49.0
23	57.5	29	54.5	35	51.5	41	48.5
24	57.0	30	54.0	36	51.0	42	48.0
25	56.5	31	53.5	37	50.5	43	47.5
26	56.0	32	53.0	38	50.0	etc.	etc.

DNF or RAF = 10 pts.
DNC, DNS, DSQ, DNE, DGM = 0 pts.
After place 50, points reduce for each subsequent place by 0.3 to a flat minimum of 11.0

Points obtained from the table (excluding points for DNF or RAF which are always 10) are multiplied by the points factor shown with the details of each race.

APPENDIX 3 ISAF OFFSHORE REGULATIONS AND RORC PRESCRIPTIONS

January 2011 - December 2011

Notes

and **UNDERLINED TEXT indicates RORC Prescriptions**

ITALIC TYPE indicates guidance notes and recommendations

Official interpretations shall take precedence over these Special Regulations and will be indexed, numbered, dated and displayed on the ISAF web site www.sailing.org/specialregs
The use of the masculine gender shall be taken to mean either gender

Key to Indices: Mo - Monohull, Mu - Multihull, " ** " means the item applies to all types of yacht in all Categories

SECTION 1 - FUNDAMENTAL AND DEFINITIONS

1.01 Purpose and Use

1.01.1 It is the purpose of these Special Regulations to establish uniform minimum equipment, accommodation and training standards for monohull and multihull yachts racing offshore. A Proa is excluded from these regulations. **

1.01.2 These Special Regulations do not replace, but rather supplement, the requirements of governmental authority, the Racing Rules and the rules of Class Associations and Rating Systems. The attention of persons in charge is called to restrictions in the Rules on the location and movement of equipment. **

1.01.3 These Special Regulations, adopted internationally, are strongly recommended for use by all organizers of offshore races. Race Committees may select the category deemed most suitable for the type of race to be sailed. **

1.02 Responsibility of Person in Charge

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

1.02.2 Neither the establishment of these Special Regulations, their use by race organizers, nor the inspection of a yacht under these Special Regulations in any way limits or reduces the complete and unlimited responsibility of the person in charge. **

1.02.3 Decision to race -The responsibility for a yacht's decision to participate in a race or to continue racing is hers alone - RRS Fundamental Rule 4. **

1.03 Definitions, Abbreviations, Word Usage

1.03.1 Definitions of Terms used in this document **

TABLE 1

Age Date	Month/year of first launch
AIS	Automatic Identification Systems
CEN	Comité Européen de Normalisation
CPR	Cardio-Pulmonary Resuscitation
Coaming	includes the transverse after limit of the cockpit over which water would run in the event that when the yacht is floating level the cockpit is flooded or filled to overflowing.
DSC	Digital Selective Calling
EN	European Norm
EPFS	Electronic Position-Fixing System
EPIRB	Emergency Position-Indicating Radio Beacon
FA Station	The transverse station at which the upper corner of the transom meets the sheerline.
Foul-Weather	A foul weather suit is clothing designed to keep the wearer dry and maybe either a jacket and trousers

Suit	worn together, or a single garment comprising jacket and trousers.
GMDSS	Global Maritime Distress & Safety System
GNSS	Global Navigation Satellite System
GPIRB	EPIRB, with integral GPS position-fixing
ITU	International Telecommunications Union
GPS	Global Positioning System
Hatch	The term hatch includes the entire hatch assembly and also the lid or cover as part of that assembly (the part itself may be described as a hatch).
INMARSAT	This is Inmarsat Global Limited, the private company that provides GMDSS satellite distress and safety communications, plus general communications via voice, fax and data
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
ISAF	International Sailing Federation.
ISO	International Standard or International Organization for Standardization.
Lifeline	wire line rigged as guardrail / guardline around the deck
LOA	Length overall not including pulpits, bowsprits, boomkins etc.
LWL	(Length of) loaded waterline
Monohull	Yacht in which the hull depth in any section does not decrease towards the centre-line.
Moveable Ballast	Lead or other material including water which has no practical function in the boat other than to increase weight and/or to influence stability and/or trim and which may be moved transversely but not varied in weight while a boat is racing.
ORC	Offshore Racing Congress (formerly Offshore Racing Council)
OSR	Offshore Special Regulation(s)
Permanently Installed	Means 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
Proa	Asymmetric Catamaran
RRS	ISAF - Racing Rules of Sailing
SAR	Search and Rescue
SART	Search and Rescue Transponder
Series Date	Month & Year of first launch of the first yacht of the production series
SOLAS	Safety of Life at Sea Convention
Safety Line	A tether used to connect a safety harness to a strong point
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 degree capsize and allows for the item to be removed and replaced during racing
Static Ballast	Lead or other material including water which has no practical function in the boat other than to increase weight and/or to influence stability and/or trim and which may not be 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
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.

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

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

SECTION 2 - APPLICATION & GENERAL REQUIREMENTS

2.01 Categories of Events

In many types of race, ranging from trans-oceanic sailed under adverse conditions to short-course day races sailed in protected waters, four categories are established, to provide for differences in the minimum standards of safety and accommodation required for such varying circumstances: **

2.01.1 Category 0

Trans-oceanic races, including races which pass through areas in which air or sea temperatures are likely to be less than 5 degrees Celsius other than temporarily, where yachts 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. MoMu,0

2.01.2 Category 1

Races of long distance and well offshore, where yachts 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. MoMu,1

2.01.3 Category 2

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 yachts. MoMu,2

2.01.4 Category 3

Races across open water, most of which is relatively protected or close to shorelines. MoMu,3

2.01.5 Category 4

Short races, close to shore in relatively warm or protected waters normally held in daylight. MoMu,4

2.02 Inspection

A yacht may be inspected at any time. If she does not comply with these Special Regulations her entry may be rejected, or she will be liable to disqualification or such other penalty as may be prescribed by the national authority or the race organizers. **

2.03 General Requirements

2.03.1 All equipment required by Special Regulations 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 yacht. **

2.03.2 Heavy items:

a) ballast, ballast tanks and associated equipment shall be permanently installed **

b) heavy movable items including e.g. batteries, stoves, gas bottles, tanks, toolboxes and anchors and chain shall be securely fastened **

c) heavy items for which fixing is not specified in Special Regulations shall be permanently installed or securely fastened, as appropriate **

2.03.3 When to show navigation lights

a) navigation lights (OSR 3.27) shall be shown as required by the International Regulations for Preventing Collision at Sea, (Part C and Technical Annex 1). All yachts shall exhibit sidelights and a sternlight at the required times. **

SECTION 3 - STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

3.01 Strength of Build, Ballast and Rig

Yachts shall be strongly built, watertight and, particularly with regard to hulls, decks and cabin trunks capable of withstanding solid water and knockdowns. They must be properly rigged and ballasted, be fully seaworthy and must meet the standards set forth herein. Shrouds shall never be disconnected. **

3.02 Watertight Integrity of a Hull

3.02.1 A hull, including, deck, coach roof, windows, hatches and all other parts, shall form an integral, essentially watertight unit and any openings in it shall be capable of being immediately secured to maintain this integrity. **

3.02.2 Centreboard and daggerboard trunks and the like shall not open into the interior of a hull except via a watertight inspection/maintenance hatch of which the opening shall be entirely above the waterline of the yacht floating level in normal trim. **

3.02.3 A canting keel pivot shall be completely contained within a watertight enclosure which shall comply with OSR 3.02.2. Access points in the watertight enclosure for control and actuation systems or any other purpose shall comply with OSR 3.02.1. **

3.02.4 Moveable ballast systems shall be fitted with a manual control and actuation secondary system which shall be capable of controlling the full sailing load of the keel in the event of failure of the primary system. Such failures would include electrical and hydraulic failure and mechanical failure of the components and the structure to which it mounts. The system must be capable of being operational quickly and shall be operable at any angle of heel. It would be desirable if this system was capable of securing the keel on the centreline. **

3.03 Hull Construction Standards (Scantlings) MoMu0,1,2

TABLE 2

LOA	earliest of age or series date	race category
All	January 1986 and after	MoMu0,1
12m (39.4 feet) and over	January 1987 and after	MoMu2
under 12m (39.4 feet)	January 1988 and after	MoMu2

3.03.1 a) A yacht of less than 24m in hull length (measured in accordance with ISO 8666) with Age or Series Date on or after 1 January 2010 shall have MoMu0,1,2

- Been designed and built in accordance with requirements of ISO 12215 Category A*
- On board a certificate of building plan review from a notified body recognised by ISAF.
- On board a declaration signed and dated by the builder to confirm the yacht is built in accordance with the plans reviewed by the Notified Body

b) A yacht of 24m in hull length and over (measured in accordance with ISO 8666) with Age or Series Date on or after 1 January 2010 shall have MoMu0,1,2

- Been designed and built in accordance with requirements as from time to time specified by ISAF.
- On board a certificate of building plan review from an organisation recognised by ISAF
- On board a declaration signed and dated by the builder to confirm the yacht in accordance with the requirements.

3.03.2 a) A yacht less than 24m in hull length (measured in accordance with ISO 8666), with Age or Series Date on or after 1 January 2010, if subject to any significant repair or modification to the hull, deck, coachroof, keel or appendages on or after the 1 January 2010, shall have MoMu0,1,2

- The repair or modification designed and built in accordance with ISO 12215 Category A*
- On board a certificate of building plan review for the repair or modification from a notified body recognised by ISAF
- On board a declaration signed and dated by the builder to confirm that the repair or modification is in accordance with the requirements of ISO 12215 Category A*

b) A yacht of 24m in hull length or more (measured in accordance with ISO 8666), with Age or Series Date on or after 1 January 2010, if subject to any significant repair or modification to the hull, deck, coachroof, keel or appendages on or after the 1 January 2010, shall have MoMu0,1,2

- The repair or modification designed and built in accordance with the requirements as from time to time specified by ISAF
- On board a certificate of building plan review for the repair or modification from an organisation

recognised by ISAF

- On board a declaration signed and dated by the builder to confirm that the repair of modification is in accordance with the requirements.

3.03.3 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 3.03.1 and 3.03.2 above and in lieu of the builders declaration required by 3.03.1 and 3.03.2 above — MoMu0,1,2

3.03.4 A monohull with Age or Series Date on or before the 1 January 2010 shall comply with 3.03.1, 3.03.2 and 3.03.3 above or with Appendix M to these OSR. A multihull shall comply with Appendix M of these OSR. — MoMu0,1,2

* or as from time to time specified by ISAF

3.04 Stability – Monohulls

3.04.1 Either with, or without, reasonable intervention from the crew a yacht shall be capable of self-righting from an inverted position. Self-righting shall be achievable whether or not the rig is intact. — Mo0

a) When there is a moveable or variable ballast system, written instructions on how to right the boat after a capsize shall be prominently and clearly displayed. All persons on board shall have a thorough knowledge of the righting procedures — Mo0

3.04.2 A yacht shall be designed and built to resist capsize. — Mo0,1,2,3,4

3.04.3 A race organizer should require compliance with a minimum stability or stability/buoyancy index. Attention is drawn to the stability index in the ORC Rules and Regulations — Mo0,1,2,3,4

3.04.4 ISO 12217-2 may be used as a guide to general suitability for competition in Special Regulations race categories as follows: — Mo0,1,2,3,4

TABLE 3

ISO Category	A	B	C
OSR Category	1-2	3	4

3.04.5 Use of the ISO or any other index does not guarantee total safety or total freedom of risk from capsize or sinking. — Mo0,1,2,3,4

3.04.6 For boats with moveable or variable ballast the method in OSR 3.04.4 shall apply plus the relevant additional requirement of OSR Appendix K. — Mo0,1,2,3,4

3.04.7 Tanks for variable ballast shall be permanently installed and shall be provided with a system of isolating valves and pump(s) capable of manual operation at any angle of heel. A plan of the plumbing system shall be displayed aboard the boat. — Mo0,1,2,3,4

3.05 Stability and Flotation - Multihulls

Attention is drawn to ISO 12217-2. — Mu0,1,2,3,4

3.05.1 Adequate watertight bulkheads and compartments (which may include permanently installed flotation material) in each hull shall be provided to ensure that a multihull 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 Multihulls built on or after January 1999 shall in every hull without accommodation be divided at intervals of not more than 4m (13ft 3") by one or more transverse watertight bulkheads — Mu0,1,2,3,4

3.05.3 A yacht shall be designed and built to resist capsize. — Mu0,1,2,3,4

3.06 Exits - Monohulls

TABLE 4 — Mo0,1,2,3,4

LOA	Earliest of Age or Series Date	Detail
8.5 m (28 ft) and over	January 1995 and after	Yachts shall have at least two exits. At least one exit shall be located forward of the foremost mast except where structural features prevent its installation.

3.07 Exits and Escape Hatches – Multihulls

3.07.1 Exits

a) In a multihull of 8m (26.2ft) LOA and greater, each hull which contains accommodation shall have at least two exits. Mu0,1,2,3,4

b) In a multihull of less than 8m (26.2ft) LOA each hull which contains accommodation shall have at least two exits. Mu0,1,2,3

3.07.2 Escape Hatches, Underside Clipping Points & Handholds

a) In a multihull of 12m (39.4ft) LOA and greater each hull which contains accommodation shall:-

i have an escape hatch for access to and from the hull in the event of an inversion; Mu0,1,2,3,4

ii when first launched on or after January 2003 have a minimum clearance diameter through each escape hatch of 450mm or when an escape hatch is not circular, sufficient clearance to allow a crew member to pass through fully clothed; Mu0,1,2,3,4

iii when first launched prior to January 2003, if possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii); Mu0,1,2,3,4

iv when the yacht is inverted have each escape hatch above the waterline; Mu0,1,2,3,4

v when first launched on or after January 2001 have each escape hatch at or near the midships station; Mu0,1,2,3,4

vi in a catamaran first launched on or after January 2003 have each escape hatch on the side nearest the vessel's central axis. Mu0,1,2,3,4

b) A trimaran of 12m (39.4ft) LOA and greater first launched on or after January 2003 shall have at least two escape hatches in compliance with the dimensions in OSR 3.07.2(a) (ii) Mu0,1,2,3,4

c) Each escape hatch must have been opened both from inside and outside within 6 months prior to an intended race Mu0,1,2,3,4

d) A multihull shall have on the underside appropriate handholds/clipping points sufficient for all crew (on a trimaran these shall be around the central hull). Mu0,1,2,3,4

e) A catamaran first launched on or after January 2003 with a central nacelle 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 Mu0,1,2,3,4

f) In a catamaran with a central nacelle, it is recommended that each hull has an emergency refuge, accessible via a special hatch in the side of the hull nearest the vessel's central axis, which hatch may be opened and closed from the inside and outside Mu0,1,2,3,4

3.07.3 A multihull of less than 12m (39.4ft) LOA shall either have escape hatches in compliance with OSR 3.07.2 (a)(b) and (c)or shall comply with OSR 3.07.3 (a) and (b): Mu2,3,4

a) each hull which contains accommodation shall have, for the purpose of cutting an escape hatch, appropriate tools kept ready for instant use adjacent to the intended cutting site. Each tool shall be secured to the vessel by a line and a clip, and Mu2,3,4

b) in each hull at a station where an emergency hatch may be cut, the cutting line shall be clearly marked both inside and outside with an outline and the words ESCAPE CUT HERE Mu2,3,4

3.07.4 OSR 3.07.3 shall not apply. Multihulls shall have escape hatch(es) as detailed in OSR 3.07.2 Mu2

3.08 Hatches & Companionways

3.08.1 No hatch forward of the maximum beam station, other than a hatch in the side of a coachroof, shall open in such a way that the lid or cover moves into the open position towards the interior of the hull (excepting ports having an area of less than 0.071 square metres (110 sq in)). **

3.08.2 A hatch fitted forward of the maximum beam station, located on the side of the coachroof, opening into the interior of the boat, and of area greater than 0.071m2 shall comply with ISO 12216 design category A and be clearly labelled and used in accordance with the following instruction: “NOT TO BE OPENED AT SEA”. Attention is drawn to SR 3.02.1 Attention is drawn to SR 3.02.1 “A hull, including deck, coachroof, windows, hatches, and all other parts, shall form an integral, essentially watertight unit and any opening in it shall be capable of being immediately secured to maintain this integrity.” **

3.08.3	A hatch shall be:	
	a) so arranged as to be above the water when the hull is heeled 90 degrees. Hatches over lockers that open to the interior of the vessel shall be included in this requirement. A yacht may have a maximum of four (two on each side of centerline) hatches that do not conform to this requirement, provided that the opening of each is less than 0.071 sq m (110 sq in). Effective for boats of a series begun after January 1, 2009, a written statement signed by the designer or other person who performed the downflooding analysis shall be carried on board. For purposes of this rule the vessel's displacement condition for the analysis shall be the Light Craft Condition LCC (in conformity with 6.3 of the EN ISO 8666 standard and 3.5.1 of the EN ISO12217-2 standard).	Mo0,1,2,3,4
	b) permanently attached	**
	c) capable of being firmly shut immediately and remaining firmly shut in a 180 degree capsize (inversion)	**
3.08.4	A companionway hatch shall:	
	a) be fitted with a strong securing arrangement which shall be operable from the exterior and interior including when the yacht is inverted	**
	b) have any blocking devices	**
	i capable of being retained in position with the hatch open or shut	**
	ii whether or not in position in the hatchway, secured to the yacht (e.g. by lanyard) for the duration of the race, to prevent their being lost overboard	**
	iii permit exit in the event of inversion	**
3.08.5	If a companionway extends below the local sheerline and the boat has a cockpit opening aft to the sea, the boat shall comply to the following: a) the companionway sill shall not extend below the local sheerline. Or b) be in full compliance with all aspects of ISO 11812 to design category A	Mo0,1,2,3,4
3.08.6	For boats with a cockpit closed aft to the sea where the companionway hatch extends below the local sheerline, the companionway shall be capable of being blocked up to the level of the local sheerline, provided that the companionway hatch shall continue to provide access to the interior with the blocking devices (e.g. washboards) in place.	Mo0,1,2,3,4
3.08.7	A companionway hatch extending below the local sheerline shall comply with either (a) or (b):	Mu0,1,2,3,4
	a) be capable of being blocked off up to the level of the local sheerline, whilst giving access to the interior with the blocking devices (e.g. washboards) in place with a minimum sill height of 300mm.	Mu0,1,2,3,4
	b) i) A companionway hatch shall be in compliance with ISO 11812 – Watertight cockpits and quick-draining cockpits to design category A	Mu0,1,2,3
	ii) A companionway hatch shall be in compliance with ISO 11812 – Watertight cockpits and quick-draining cockpits to design category B	Mu4
3.09	**Cockpits - Attention is Drawn to ISO 11812**	
3.09.1	Cockpits shall be structurally strong, self-draining quickly by gravity at all angles of heel and permanently incorporated as an integral part of the hull.	**
3.09.2	Cockpits must be essentially watertight, that is, all openings to the hull must be capable of being strongly and rigidly secured	**
3.09.3	A bilge pump outlet pipe shall not be connected to a cockpit drain. See OSR 3.09.8 for cockpit drain minimum sizes	**
3.09.4	A cockpit sole shall be at least 2% LWL above LWL (or in IMS yachts first launched before January 2003, at least 2% L above LWL)	**
3.09.5	A bow, lateral, central or stern well shall be considered a cockpit for the purposes of OSR 3.09	**
3.09.6	In cockpits opening aft to the sea structural openings aft shall be not less in area than 50% maximum cockpit depth x maximum cockpit width.	**

3.09.7 Cockpit Volume

TABLE 5

earliest of age or series date	detail	race category
before April 1992	the total volume of all cockpits below lowest coamings shall not exceed 6% (LWL x maximum beam x freeboard abreast the cockpit).	MoMu0,1
before April 1992	the total volume of all cockpits below lowest coamings shall not exceed 9% (LWL x maximum beam x freeboard abreast the cockpit).	MoMu2,3,4
April 1992 and after	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	**
Note	*IMS measured boats may instead of the terms LWL, maximum beam, freeboard abreast the cockpit, use the IMS terms L, B and FA.*	**

3.09.8 Cockpit Drains

See OSR 3.09.1. Cockpit drain cross section area (after allowance for screens if fitted) shall be:-

a) in yachts with earliest of age or series date before January 1972 or in any yacht under 8.5m (28ft) LOA - at least that of 2 x 25mm diameter (one inch) unobstructed openings or equivalent **

b) in yachts with earliest of age or series date January 1972 and later - at least that of 4 x 20mm diameter (3/4 inch) unobstructed openings or equivalent **

3.10 Sea Cocks or Valves

Sea cocks or valves shall be permanently installed on all through-hull openings below the waterline except integral deck scuppers, speed indicators, depth finders and the like, however a means of closing such openings shall be provided. **

3.11 Sheet Winches

Sheet winches shall be mounted in such a way that an operator is not required to be substantially below deck. **

3.12 Mast Step

The heel of a keel stepped mast shall be securely fastened to the mast step or adjoining structure. **

3.13 Watertight Bulkheads

multihulls also see OSR 3.05 Mu0,1,2,3,4

3.13.1 A hull shall have either a watertight "crash" bulkhead within 15% of LOA from the bow and abaft the forward end of LWL, or permanently installed closed-cell foam buoyancy effectively filling the forward 30% LOA of the hull. Mo0 Mu0,1,2,3,4

3.13.2 Any required watertight bulkhead shall be strongly built to take a full head of water pressure without allowing any leakage into the adjacent compartment. Mo0 Mu0,1,2,3,4

3.13.3 A yacht shall have at least two watertight transverse main bulkheads in addition to any bulkheads positioned within the forward and aft 15 percent of the boat's LOA. Mo0

3.13.4 Outside deck access for inspection and pumping shall be provided to every watertight compartment terminated by a hull section bulkhead, except that deck access to extreme end "crash" compartments is not required. Mo0

3.13.5 An access hatch shall be provided 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. Mo0

a) An access hatch should be capable of being securely shut within 5 seconds Mo0

3.13.6 It is strongly recommended that:

a) an extreme end "crash" bulkhead should be provided at the stern. If practicable the aft "crash" bulkhead should be forward of the rudder post. Mo0

b) after flooding any one major compartment, a yacht should be capable of providing shelter and sustenance for a full crew for 2 weeks in an essentially dry compartment having direct access to the deck Mo0

c) compartments between watertight bulkheads should be provided with a means of manually pumping out from within the hull from a position outside the compartment Mo0

3.14 Pulpits, Stanchions, Lifelines

3.14.1 When due to the particular design of a multihull it is impractical to precisely follow Special Regulations regarding pulpits, stanchions, lifelines, the regulations for monohulls shall be followed as closely as possible with the aim of minimising the risk of people falling overboard. Mu0,1,2,3,4 ,

3.14.2 Lifelines required in Special Regulations shall be "taut". **

a) As a guide, when a deflecting force of 50 N (5.1 kgf, 11.2 lbf) is applied to a lifeline midway between supports, the lifeline should not deflect more than 50 mm. **

3.14.3 The following shall be provided:

a) a bow pulpit with vertical height and openings essentially conforming to Table 7. Bow pulpits may be open but the opening between the pulpit and any part of the boat shall never be greater than 360mm (14.2") (this requirement shall be checked by presenting a 360mm (14.2") circle inside the opening). Mo0,1,2,3,4

b) a stern pulpit, or lifelines arranged as an adequate substitute, with vertical openings conforming to Table 7 Mo0,1,2,3,4

c) lifelines (guardlines) supported on stanchions, which, with pulpits, shall form an effectively continuous barrier around a working deck for man-overboard prevention. Lifelines shall be permanently supported at intervals of not more than 2.20m (86.6") and shall not pass outboard of supporting stanchions **

d) upper rails of pulpits at no less height above the working deck than the upper lifelines as in Table 7. **

e) Openable upper rails in bow pulpits shall be secured shut whilst racing **

f) Pulpits and stanchions shall be permanently installed. When there are sockets or studs, these shall be through-bolted, bonded or welded. The pulpit(s) and/or stanchions fitted to these shall be mechanically retained without the help of the life-lines. Without sockets or studs, pulpits and/or stanchions shall be through-bolted, bonded or welded. **

g) The bases of pulpits and stanchions shall not be further inboard from the edge of the appropriate working deck than 5% of maximum beam or 150 mm (6 in), whichever is greater. **

h) Stanchion or pulpit or pushpit bases shall not be situated outboard of a working deck. For the purpose of this rule the base shall be taken to include a sleeve or socket into which the tube is fitted but shall exclude a base plate which carries fixings into the deck or hull. **

i) Provided the complete lifeline enclosure is supported by stanchions and pulpit bases effectively within the working deck, lifeline terminals and support struts may be fixed to a hull aft of the working deck **

j) Lifelines need not be fixed to a bow pulpit if they terminate at, or pass through, adequately braced stanchions set inside and overlapping the bow pulpit, provided that the gap between the upper lifeline and the bow pulpit does not exceed 150 mm (6 in). **

k Lifelines shall be continuous and fixed only at (or near) the bow and stern. However a bona fide gate is permitted in the lifelines on each side of a yacht. Except at its fittings, the movement of a lifeline in a fore-and-aft direction shall not be constrained. Temporary sleeving in 3.14.6 (a) shall not modify tension in the line. **

l) Stanchions shall be straight and vertical except that:- **

i) within the first 50 mm (2 in) 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 in),and **

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

m) It is strongly recommended that designs also comply to ISO 15085 **

3.14.4 Special Requirements for Pulpits, Stanchions, Lifelines on Multihulls

The following shall be provided:-

a) on a trimaran – a bow pulpit on the main hull, with lifelines around the main hull supported on stanchions. The lifelines may be interrupted where there are nets or crossbeam wings outboard of the main hull — Mu0,1,2,3,4

b) on a trimaran – where a net joins the base of a bow pulpit on the main hull, an additional lifeline from the top of the pulpit to the forward crossbeam at or outboard of the crossbeam mid-point. — Mu0,1,2,3,4

c) on a trimaran – at a main or emergency steering position on an outrigger with or without a cockpit, lifelines protecting an arc of 3 meters diameter centred on the steering position. (When measuring between lifelines their taut, undeflected positions shall be taken for this purpose). — Mu0,1,2,3,4

d) on a catamaran – lifelines from bow to stern on each hull and transverse lifelines to form an effectively continuous barrier around the working area for man-overboard prevention. The transverse lifelines shall be attached to bow and stern pulpits or superstructure. A webbing, strop or rope (minimum diameter 6mm) shall be rove zig-zag between the transverse lifelines and the net. — Mu0,1,2,3,4

3.14.5 Lifeline Height, Vertical Openings, Number of Lifelines

TABLE 7 **

LOA	earliest of age/series date	minimum requirements
under 8.5 m(28 ft)	before January 1992	taut single lifeline at a height of no less than 450 mm (18 in) above the working deck. No vertical opening shall exceed 560 mm (22 in).
under 8.5 m(28 ft)	January 1992and after	as for under 8.5 m (28 ft) in table 7 above, except that when an intermediate lifeline is fitted no vertical opening shall exceed 380 mm (15 in).
8.5 m (28 ft) and over	before January 1993	taut double lifeline with upper lifeline at a height of no less than 600 mm (24 in) above the working deck. No vertical opening shall exceed 560 mm (22 in)
8.5 m (28 ft)and over	January 1993 and after	as 8.5 m (28 ft) and over in Table 7 above, except that no vertical opening shall exceed 380 mm (15 in).
all	all	on yachts with intermediate lifelines the intermediate line shall be not less than 230 mm (9 in) above the working deck.

3.14.6 Lifeline Minimum Diameters, Required Materials, Specifications

a) Lifelines shall be of: stranded stainless steel wire of minimum diameter is specified in table 8 below. Lifelines shall be uncoated and used without close-fitted sleeving. **

b) Grade 316 stainless wire is recommended **

c) A taut lanyard or synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100mm (4 in). This lanyard shall be replaced annually at a minimum. **

d) All wire, fittings, anchorage points, fixtures and lanyards shall comprise a lifeline enclosure system which has at all points at least the breaking strength of the lifeline wire. **

TABLE 8 **

LOA	minimum wire diameter
under 8.5 m (28ft)	3 mm (1/8 in)
8.5m – 13 m	4 mm (5/32 in)
over 13 m (43 ft)	5 mm (3/16 in)

3.14.7 Pulpits, Stanchions, Lifelines – Limitations on Materials

TABLE 9 **

Earliest of Age or Series Date	Detail
before January 1987	carbon fibre is not recommended in stanchions pulpits and lifelines.
January 1987 and after	stanchions, pulpits and lifelines shall not be made of carbon fibre.

3.15 Multihull Nets or Trampolines

3.15.1 The word "net" is interchangeable with the word "trampoline" Mu0,1,2,3,4

A net shall be:-

a) essentially horizontal Mu0,1,2,3,4

b) made from durable woven webbing, water permeable fabric, or mesh with openings not larger than 5.08cm (2 inches) in any dimension. Attachment points shall be planned to avoid chafe. The junction between a net and a yacht shall present no risk of foot trapping Mu0,1,2,3,4

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

d) able to carry the full weight of the crew either in normal working conditions at sea or in case of capsize when the yacht is inverted. Mu0,1,2,3,4

e) It is recommended that lines used to tie the nets should be individually tied and not continuously connected to more than four attachment points per connecting line Mu0,1,2,3,4

3.15.2 Trimarans with Double Crossbeams

a) A trimaran with double crossbeams shall have nets on each side covering:-

b) the rectangles formed by the crossbeams, central hull and outriggers Mu0,1,2,3,4

c) 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 Mu0,1,2,3,4

d) 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:- Mu0,1,2,3,4

e) the requirement in OSR 3.15.2(d) shall not apply when cockpit coamings and/or lifelines are present which comply with the minimum height requirements in Table 7 Mu0,1,2,3,4

3.15.3 Trimarans with Single Crossbeams

a) A trimaran with a single crossbeam shall have nets between the central hull and each outrigger:- Mu0,1,2,3,4

b) 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) Mu0,1,2,3,4

3.16 Catamarans

a) On a catamaran the total net surface shall be limited:

b) laterally by the hulls Mu0,1,2,3,4

c) 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 Mu0,1,2,3,4

3.17 Toe Rail or Foot – Stop

3.17.1 A toe rail of minimum height 25 mm (1 in) shall be permanently installed around the foredeck from abreast the mast, except in way of fittings and not further inboard from the edge of the working deck than one third of the local half-beam. Mo0,1,2,3

3.17.2 The following variations shall apply:-

TABLE 10 Mo0,1,2,3

LOA	Earliest of Age or Series Date	minimum requirements
any	before January 1981	a toe rail minimum height of 20 mm (3/4 in) is acceptable.
Any	before January 1993	an additional lifeline of minimum height 25 mm (1 in) and maximum height 50 mm (2 in) is acceptable in lieu of a toe rail (but shall not count as an intermediate lifeline).
Any	January 1994 and after	the toe rail shall be fitted as close as practicable to the vertical axis of stanchion bases but not further inboard than 1/3 the local half-beam.

3.18 Toilet

3.18.1 A toilet, permanently installed MoMu0,1,2

3.18.2 A toilet, permanently installed or fitted bucket MoMu3,4

3.19 Bunks

3.19.1 Bunks, permanently installed, one for each member of the declared crew MoMu0

3.19.2 Bunks, permanently installed MoMu1,2,3,4

3.20 Cooking Facilities

3.20.1 A cooking stove, permanently installed or securely fastened with safe accessible fuel shutoff control and capable of being safely operated in a seaway. MoMu0,1,2,3

3.21 Drinking Water Tanks & Drinking Water

3.21.1 Drinking Water Tanks

a) A yacht shall have a permanently installed delivery pump and water tank(s): MoMu0,1,2,3

i dividing the water supply into at least three compartments MoMu0

ii dividing the water supply into at least two compartments MoMu1

3.21.2 Drinking Water

a) Each yacht shall have the necessary equipment (which may include watermakers and tanks containing water) permanently installed to provide at least 3 litres of drinking water per person per day for at least the likely duration of the voyage MoMu0

3.21.3 Emergency Drinking Water

a) At least 9 litres (2 UK gallons, 2.4 US gallons) of drinking water for emergency use shall be provided in a dedicated and sealed container or container(s) MoMu1,2,3

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

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

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

e) All drinking water and any desalination units should be so arranged that drinking water is readily accessible when the yacht is inverted. Mu0

3.22 Hand Holds

Adequate hand holds shall be fitted below deck so that crew members may move about safely at sea. **

A hand hold should be capable of withstanding without rupture a side force of 1500N – attention is drawn to ISO 15085.

3.23 Bilge Pumps and Buckets

3.23.1 No bilge pump may discharge into a cockpit unless that cockpit opens aft to the sea. **

3.23.2 Bilge pumps shall not be connected to cockpit drains. (OSR 3.09) **

3.23.3 Bilge pumps and strum boxes shall be readily accessible for maintenance and for clearing out debris **

3.23.4 Unless permanently installed, each bilge pump handle shall be provided with a lanyard or catch or similar device to prevent accidental loss **

3.23.5 The following shall be provided:

a) two permanently installed manual bilge pumps, one operable from above, the other from below deck. Each pump shall be operable with all cockpit seats, hatches and companionways shut and shall have permanently installed discharge pipe(s) of sufficient capacity to accommodate simultaneously both pumps Mo0,1,2

b) one permanently installed manual bilge pump either above or below deck. The pump shall be operable with all cockpit seats, hatches and companionways shut and shall have a permanently installed discharge pipe. Mu0,1,2

c) multihulls shall have provision to pump out all watertight compartments (except those filled with impermeable buoyancy). Mu0,1,2,3,4

d) at least one permanently installed manual bilge pump operable with all cockpit seats, hatches and companionways shut Mo3

e) one manual bilge pump Mo4

f) two buckets of stout construction each with at least 9 litres (2 UK gallons, 2.4 US gallons) capacity. Each bucket to have a lanyard. **

3.24 Compass

3.24.1 The following shall be provided:-

a) a marine magnetic compass, independent of any power supply, permanently installed and correctly adjusted with deviation card, and **

b) a compass which may be hand-held MoMu0,1,2,3

3.25 Halyards.

No mast shall have less than two halyards, each capable of hoisting a sail. **

3.26 Bow Fairlead

A bow fairlead, closed or closable and a cleat or securing arrangement, suitable for towing shall be permanently installed. Mo0

3.27 Navigation Lights (see OSR 2.03.3)

3.27.1 Navigation lights shall be mounted so that they will not be masked by sails or the heeling of the yacht. **

3.27.2 Navigation lights shall not be mounted below deck level and should be at no less height than immediately under the upper lifeline. **

3.27.3 Navigation light intensity **

TABLE 11

LOA	*Guide to required minimum power rating for an electric bulb in a navigation light*
under 12 m (39.4 ft)	*10 W*
12 m (39.4 ft) and above	*25 W*

3.27.4 Reserve navigation lights shall be carried having the same minimum specifications as the navigation lights above, with a separable power source, and wiring or supply system essentially separate from that used for the normal navigation lights MoMu0,1,2,3

3.27.5 spare bulbs for navigation lights shall be carried, or for lights not dependent on bulbs, appropriate spares **

3.28 Propulsion Engines, Generators, Fuel, Batteries

3.28.1 Propulsion Engines

a) Engines and associated systems shall be installed in accordance with their manufacturers' guidelines and shall be of a type, strength, capacity, and installation suitable for the size and intended use of the yacht. **

b) An inboard propulsion engine when fitted shall: be provided with permanently installed exhaust, coolant, and fuel supply systems and fuel tank(s); be securely covered; and adequate protection from the effects of heavy weather. **

c) A propulsion engine required by Special Regulations shall provide a minimum speed in knots of (1.8 x square root of LWL in metres) or (square root of LWL in feet). MoMu0,1,2,3

d) A propulsion engine shall be provided either as an inboard propulsive engine or as an outboard engine with associated tanks and fuel supply systems, all securely fastened. Mo3

e) An inboard propulsion engine shall be provided for yachts. Mo0,1,2 Mu0

f) Boats of less then 12.0m hull length may be provided with an inboard propulsion engine, or an outboard engine together with permanently installed fuel systems and fuel tank(s) may be used as an alternative. Mu1,2,3

3.28.2 Generator **

A separate engine for electricity is optional. However, when a separate generator is carried it shall be permanently installed, securely covered, and shall have permanently installed exhaust, cooling and fuel systems and fuel tank(s), and have adequate protection from the effects of heavy weather

3.28.3 Fuel Systems

a) Each fuel tank provided with a shutoff valve. Except for permanently installed linings or liners, a flexible tank is not permitted as a fuel tank. MoMu0,1,2,3

b) The propulsion engine shall have a minimum amount of fuel which may be specified in the Notice of Race but if not, shall be sufficient to be able 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

a) When an electric starter is the only method for starting the engine, the yacht shall have a separate battery, the primary purpose of which to start the engine. MoMu0,1,2,3

b) All rechargeable batteries on board shall be of the sealed type from which liquid electrolyte cannot escape. Other types of battery installed on board at 1/06 may continue in use for the remainder of service lives, *although it is strongly recommended that they be changed for sealed batteries as soon as possible.* MoMu0

c) *It is recommended that consideration be given to the installation of sealed batteries, noting however that a special charging device may be specified by the battery manufacturers.* MoMu1,2,3

3.29 Communications Equipment, EPFS (Electronic Position-Fixing System), Radar, AIS

Provision of GMDSS and DSC is unlikely to be mandatory for small craft during the term of the present Special Regulations However it is recommended that persons in charge include these facilities when installing new equipment. MoMu0,1,2,3

3.29.1 The following shall be provided:

a) A marine radio transceiver (or if stated in the Notice of Race, an installed satcom terminal), and MoMu0,1,2,3

i an emergency antenna when the regular antenna depends upon the mast. MoMu0,1,2,3

b) When the marine radio transceiver is VHF: MoMu0,1,2,2

i it shall have a rated output power of 25W MoMu0,1,2,3

ii it shall have a masthead antenna, and co-axial feeder cable with not more than 40% power loss MoMu0,1,2,3

iii the following types and lengths of co-axial feeder cable will meet the requirements of OSR 3.29.1 (b)(ii): (a) up to 15m (50ft) – type RG8X ("mini 8"); (b) 15-28m (50-90ft) – type RG8U; (c) 28-43m (90-140ft) – type 9913F (uses conventional connectors, available from US supplier Belden); (d) 43-70m) 140-230ft – type LMR600 (uses special connectors, available from US supplier Times Microwave). MoMu0,1,2,3

iv it should include channel 72 (an international ship-ship channel which, by common use, has become widely accepted as primary choice for ocean racing yachts anywhere in the world) MoMu0,1,2,3

v Notwithstanding OSR 3.29.1 (b) a yacht in a Category Zero race shall have a marine VHF DSC radio in accordance with OSR 3.29.1 (b) (I) and (ii) covering all international and US marine channels and meeting the class D specification of the ITU.	MoMu0
c) At least two hand-held satellite telephones, watertight or with waterproof covers and internal batteries. When not in use each to be stowed in a grab bag (see OSR 4.21)	MoMu0
d) At least two hand-held marine VHF transceivers each with min 5w output power, watertight or with waterproof covers. When not in use to be stowed in a grab bag (see OSR 4.21)	MoMu0
e) 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)	MoMu1,2,3,4
f) Independent of a main radio transceiver, a radio receiver capable of receiving weather bulletins	**
g) It is strongly recommended that a hand-held watertight transceiver operating on one or more aviation frequencies including 121.5MHz should be provided. This will enable communications between the yacht and aircraft on SAR duties, not all of which have maritime VHF. When not in use to be stowed in a grab bag (see OSR 4.21.2)	MoMu0
h) A D/F (direction-finding) radio receiver operating on 121.5MHz to take a bearing on a PLB or EPIRB, or an alternative device for man-overboard location when each crew member has an appropriate personal unit (see OSR 5.07);	MoMu0
i) An EPFS (Electronic Position-Fixing System) (e.g. GPS)	MoMu0,1,2,3
j) 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
k) An MF/HF marine SSB transceiver (GMDSS/DSC) with at least 125 watts transmitter power and frequency range from at least 1.6 to 29.9 MHz with permanently installed antenna and earth.	MoMu0
l) An active radar set permanently installed, with not less than 4 kW PEP with antenna mounted at least 7 metres above the water. The radar antenna unit shall have a maximum dimension not less than 533 mm. The radar shall be mounted so that the antenna unit remains essentially horizontal when the yacht is heeled. Installations in place before January 2006 shall comply as closely as possible with OSR 3.29.(L)	MoMu0
m) A class A AIS	MoMu0
n) An AIS Transponder	MoMu1,2
o) A type B AIS Transponder is recommended	MoMu3
3.29.2 Yachts are reminded that no reflector, active or passive, is a guarantee of detection or tracking by a vessel using radar.	**
a) The attention of Persons in Charge is drawn to legislation in force or imminent affecting the territorial seas of some countries in which the carriage of an AIS set is or will be mandatory for certain vessels including relatively small craft.	**

SECTION 4 – PORTABLE EQUIPMENT & SUPPLIES for the yacht (for water & fuel see OSR 3.21 and OSR 3.28)

4.01 Sail Letters & Numbers

4.01.1 Yachts which are not in an ISAF International Class or Recognized Class shall comply with RRS 77 and Appendix G as closely as possible, except that sail numbers allotted by a State authority are acceptable. **

4.01.2 Sail numbers and letters of the size carried on the mainsail must be displayed by alternative means when none of the numbered sails is set. **

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 identified so that they can be excluded from any search and rescue operation. **

4.02 Hull marking

4.02.1 To assist in SAR location:-

a) Each yacht shall show at least 4 square metres of fluorescent pink or orange or yellow colour as far as possible in a single area on the coachroof and/or deck where it can best be seen MoMu0

b) Each yacht is recommended to show at least 1 square metre of fluorescent pink or orange or yellow colour as far as possible in a single area on the coachroof and/or deck where it can best be seen MoMu1

4.02.2 Multihulls shall show on the underside, where they can be seen when inverted, an solid area of highly-visible colour (e.g. Day-Glo pink, orange, or yellow) of at least 1 square metre Mu0,1,2,3,4

4.02.3 Each yacht is recommended to show on each underwater appendage an area of highly-visible colour MoMu0,1

4.03 Soft Wood Plugs

Soft wood plugs, tapered and of the appropriate size, shall be attached or stowed adjacent to the appropriate fitting for every through-hull opening. **

4.04 Jackstays, Clipping Points and Static Safety Lines

4.04.1 The following shall be provided:

a) Jackstays:- MoMu0,1,2,3

shall be provided-

i attached to through-bolted or welded deck plates or other suitable and strong anchorage fitted on deck, port and starboard of the yacht's centre line to provide secure attachments for safety harness:- MoMu0,1,2,3

ii comprising stainless steel 1 x 19 wire of minimum diameter 5 mm (3/16 in), or webbing of equivalent strength; MoMu0,1,2,3

iii which, when made from stainless steel wire shall be uncoated and used without any sleeving; MoMu0,1,2,3

iv 20kN (2,040 kgf or 4,500 lbf) min breaking strain webbing is recommended; MoMu0,1,2,3

v at least two of which should be fitted on the underside of a multihull in case of inversion. Mu0,1,2,3

4.04.2 Clipping Points:-

shall be provided-

a) attached to through-bolted or welded deck plates or other suitable and strong anchorage points adjacent to stations such as the helm, sheet winches and masts, where crew members work for long periods:- MoMu0,1,2,3

b) which, together with jackstays and static safety lines shall enable a crew member- MoMu0,1,2,3

i to clip on before coming on deck and unclip after going below; MoMu0,1,2,3

ii whilst continuously clipped on, to move readily between the working areas on deck and the cockpit(s) with the minimum of clipping and unclipping operations. MoMu0,1,2,3

c) The provision of clipping points shall enable two-thirds of the crew to be simultaneously clipped on without depending on jackstays MoMu0,1,2,3

d) In a trimaran with a rudder on the outrigger, adequate clipping points shall be provided that are not part of the deck gear or the steering mechanism, in order that the steering mechanism can be reached by a crew member whilst clipped on. Mu0,1,2,3

e) Warning – U-bolts as clipping points – see OSR 5.02.1(a)

4.05 Fire Extinguishers

Shall be provided as follows:

4.05.1 Fire extinguishers, at least two, readily accessible in suitable and different parts of the yacht **

4.05.2 Fire Extinguishers, at least two, of minimum 2kgs each of dry powder or equivalent MoMu1,2,3

4.05.3 Fire extinguishers, at least three of minimum 2 kgs each of dry powder or equivalent including at least one extinguisher or system suitable for dealing with fire in a machinery space MoMu0

4.05.4 A fire blanket adjacent to every cooking device with an open flame MoMu0

4.06 Anchor(s)

4.06.1 An anchor or anchors shall be carried according to the table below:

TABLE 12

LOA	detail	Category
any	The specification of anchor, chain and rope shall be in accordance with relevant class rules or the rules of a recognised Classification Society (e.g. Lloyd's, DNV, etc.)	MoMu0
8.5 m (28 ft) and over	2 anchors together with a suitable combination of chain and rope, all ready for immediate use	MoMu1,2,3
under 8.5 m (28 ft)	1 anchor together with a suitable combination of chain and rope, all ready for immediate use	MoMu1,2,3
any	1 anchor, readily accessible	MoMu4

4.07 Flashlight(s)

4.07.1 The following shall be provided:-

a) a watertight, high-powered flashlight or spotlight, with spare batteries and bulbs, and MoMu0,1,2,3

b) a watertight flashlight with spare batteries and bulb **

c) for Mu3,4 the watertight flashlight in OSR 4.07.1 (b) shall be stowed in the grab bag or emergency container Mu3,4

d) **a watertight high-intensity heavy duty searchlight powered by the ships' batteries, instantly available for use on deck and in the cockpit, with spare bulbs. The searchlight shall be capable of continuous use. If rechargeable the searchlight shall be capable of operating whilst being charged.** MoMu0,1,2,3,

RORC recommends: A floating torch is carried ready for immediate use in the event of man overboard at night, where the torch can be thrown in the sea and the beam will shine vertically upwards as an aid to finding the man in the dark **

4.08 First Aid Manual and First Aid Kit

4.08.1 A suitable First Aid Manual shall be provided **

In the absence of a National Authority's requirement, the latest edition of one of the following is recommended:- **

a) International Medical Guide for Ships, World Health Organisation, Geneva MoMu0,1

b) First Aid at Sea, by Douglas Justins and Colin Berry, published by Adlard Coles Nautical,London MoMu2,3,4

c) Le Guide de la medecine a distance, by Docteur J Y Chauve, published by Distance Assistance BP33 F-La Baule, cedex, France. An English translation may be available. **

4.08.2 A First Aid Kit shall be provided **

4.08.3 The contents and storage of the First Aid Kit should reflect the guidelines of the Manual carried, the likely conditions and duration of the passage, and the number of people aboard the yacht. **

4.09 Foghorn

A foghorn shall be provided **

4.10 Radar Reflector

4.10.1 A passive Radar Reflector (that is, a Radar Reflector without any power) shall be provided **

a) If a radar reflector is octahedral it must have a minimum diagonal measurement of 456 mm (18in), or if not octahedral must have a documented RCS (radar cross-section) of not less than 10 square metres. The minimum effective height above water is 4.0 m (13 ft). **

b) The passive and active devices referred to in these notes and in 4.10.1 and 4.10.2 above are primarily intended for use in the X (9GHz) band **

4.10.2 The most effective radar response from a yacht may be provided by an RTE (Radar Target Enhancer) which may be on board in addition to the required passive reflector. An RTE should conform to Recommendation ITU-R 1176. An RTE is strongly recommended. MoMu1,2,3,4

a) An RTE shall be provided in compliance with ITU-R 1176 MoMu0

b) The display of a passive reflector or the operation of an RTE is for the person in charge to decide according to prevailing conditions. **

4.10.3 A passive reflector in compliance with revised ISO8729 (revision in progress at January 2006) offers improved performance over earlier models and has a size typified by a cylinder of not more than weight 5kg, height 750mm and dia 300mm. When revised ISO 8729 is published the Special Regulations regarding radar reflectors will be reviewed and may be changed. **

4.10.4 S (3GHz) band radar is often used by ships to complement X (9GHz) band radar. On S (3GHz) band a conventional reflector or RTE offers about one tenth the response obtained on the X (9GHz) band. **

4.11 Navigation Equipment

4.11.1 Charts

Navigational charts (not solely electronic), light list and chart plotting equipment shall be provided **

4.11.2 Reserve Navigation System

Navigators are recommended to carry a sextant with suitable tables and a timepiece or an adequate reserve navigation system so that total reliance is not placed on dead-reckoning and a single form of EPFS (Electronic Position-Fixing System) (see Volpe Report at www.navcen.uscg.gov/archive/2001/Oct/FinalReport-v4.6.pdf) MoMu0,1

4.12 Safety Equipment Location Chart

A safety equipment location chart in durable waterproof material shall be displayed in the main accommodation where it can best be seen, clearly marked with the location of principal items of safety equipment. **

4.13 Echo Sounder or Lead Line

4.13.1 An echo sounder or lead line shall be provided MoMu1,2,3,4

4.13.2 Two independent echo sounders shall be provided MoMu0

4.14 Speedometer or Distance Measuring Instrument (log)

A speedometer or distance measuring instrument (log) shall be provided MoMu0,1,2,3

4.15 Emergency Steering

4.15.1 Emergency steering shall be provided as follows:

a) except when the principal method of steering is by means of an unbreakable metal tiller, an emergency tiller capable of being fitted to the rudder stock; MoMu0,1,2,3

b) crews must be aware of alternative methods of steering the yacht in any sea condition in the event of rudder loss. At least one method must have been proven to work on board the yacht. An inspector may require that this method be demonstrated. MoMu0,1,2,3

4.16 Tools and Spare Parts

Tools and spare parts, including effective means to quickly disconnect or sever the standing rigging from the hull shall be provided. **

4.17 Yacht's name

Yacht's name shall be on miscellaneous buoyant equipment, such as lifejackets, cushions, lifebuoys, lifeslings, grab bags etc. **

4.18 Marine grade retro-reflective material

Marine grade retro-reflective material shall be fitted to lifebuoys, lifeslings, liferafts and lifejackets. See OSRs 5.04, 5.08. **

4.19 EPIRBs

4.19.1 A 406 MHz EPIRB shall be provided MoMu1,2

a) At least two 406 MHz EPIRBs shall be provided MoMu0

b) It is recommended that a 406 MHz EPIRB should include an internal GPS, and also a 121.5MHz transmitter for local homing. MoMu0,1,2

c) Every 406 MHz EPIRB shall be properly registered with the appropriate authority. MoMu0,1,2

d) EPIRBs should be tested in accordance with manufacturer's instructions when first commissioned and then at least annually. MoMu0,1,2

e) A list of registration numbers of 406 EPIRBs should be notified to event organizers and kept available for immediate use. MoMu0,1,2

f) Consideration should be given to the provision of a locator device (e.g. an "Argos" beacon) operating on non - SAR frequencies, to aid salvage if a yacht is abandoned. MoMu0,1,2

g) Beacons with only 121.5MHz are no longer recommended for distress alerting. Satellite processing of 121.5 MHz is being phased out. 121.5MHz will continue to be used for local homing by on-board D/F systems and for local homing by SAR units. Type "E" EPIRBs are no longer supported and should be replaced immediately. MoMu0,1,2

h) See OSR 3.29.1(e) for on-board D/F and OSR 5.07.1(b) for personal EPIRBs (PLBs) MoMu0

4.20 Liferafts

4.20.1 Liferaft Construction and Packed Equipment

a) A sufficient number of liferafts shall be provided so that in the event of any one liferaft being lost or rendered unserviceable, sufficient aggregate capacity remains for all persons on board MoMu0

b) Liferafts shall comply with SOLAS LSA code 1997 Chapter IV or later version except that they are acceptable with a capacity of 4 persons and may be packed in a valise. A SOLAS liferaft shall contain at least a SOLAS "A" pack. MoMu0

4.20.2 Liferaft(s) shall be provided capable of carrying the whole crew when each liferaft shall comply with either:- MoMu1,2

a) OSR 4.20.1 (b) (SOLAS),
or MoMu1,2

b) for liferafts manufactured prior to January 2003, OSR Appendix A part I (ORC),
or MoMu1,2

c) OSR Appendix A part II (ISAF) when, unless otherwise specified by a race organizer, the floor shall include thermal insulation, or MoMu1,2

d) ISO 9650 Part I Type I Group A (ISO) when each liferaft shall contain at least a Pack 2 (<24h) and MoMu1,2

i) shall have a semi-rigid boarding ramp, and MoMu1,2

ii) shall be so arranged that any high-pressure hose shall not impede the boarding process, and MoMu1,2

iii) shall have a topping-up means provided for any inflatable boarding ramp, and MoMu1,2

iv) when the liferaft is designed with a single ballast pocket this shall be accepted provided the liferaft otherwise complies with ISO 9650 and meets a suitable test of ballast pocket strength devised by the manufacturer and MoMu1,2

v) compliance with OSR 4.20.2 (d) i-iv shall be indicated on the liferaft certificate. MoMu1,2

4.20.3 Liferaft Packing and Stowage

A Liferaft shall be either:-

a) packed in a transportable rigid container or canister and stowed on the working deck or in the cockpit, or:- MoMu0,1,2

b) packed in a transportable rigid container or canister or in a valise and stowed in a purpose-built rigid compartment containing liferaft(s) only and opening into or adjacent to the cockpit or working deck, or through a transom, provided that:- MoMu0,1,2

i) each compartment is watertight or self-draining (self-draining compartments will be counted as part of the cockpit volume except when entirely above working deck level or when draining independently overboard from a transom stowage - see OSR 3.09) and- MoMu0,1,2

ii) the cover of each compartment is capable of being easily opened under water pressure, and- MoMu0,1,2

iii) the compartment is designed and built to allow a liferaft to be removed and launched quickly and easily, or- MoMu0,1,2

iv) in a yacht with age or series date before June 2001, a liferaft may be packed in a valise not exceeding 40kg securely stowed below deck adjacent to a companionway. MoMu1,2

v) Liferaft stowage on a multihull shall be such that each liferaft may be readily removed and launched whether or not the yacht is inverted. Mu0,1,2

c) The end of each liferaft painter should be permanently made fast to a strong point on board the yacht. MoMu0,1,2

4.20.4 Liferaft Launching

a) Each raft shall be capable of being got to the lifelines or launched within 15 seconds. MoMu0,1,2

b) Each liferaft of more than 40kg weight should be stowed in such a way that the liferaft can be dragged or slid into the sea without significant lifting MoMu0,1,2

4.20.5 Liferaft Servicing and Inspection

IMPORTANT NOTICE Recent evidence has shown that packaged liferafts are vulnerable to serious damage when dropped (e.g. from a boat onto a marina pontoon) or when subjected to the weight of a crew member or heavy object (e.g. an anchor). Damage can be caused internally by the weight of the heavy steel CO2 bottle abrading or splitting neighbouring layers of buoyancy tube material. ISAF has instituted an investigation into this effect and as an interim measure requires that every valise-packed liferaft shall have an annual certificate of servicing. A liferaft should be taken for servicing if there is any sign of damage or deterioration (including on the underside of the pack). Persons in charge should insist on great care in handling liferafts and apply the rules NO STEP and DO NOT DROP UNLESS LAUNCHING INTO THE SEA. MoMu0,1,2

a) Certificates or copies, of servicing and/or inspection shall be kept on board the yacht. Every SOLAS liferaft and every valise-packed liferaft shall have a valid annual certificate of new or serviced status from the manufacturer or his approved service station. MoMu0,1,2

b) A liferaft built to OSR Appendix A part I ("ORC") packed in a rigid container or canister shall either be serviced annually or may, when the manufacturer so specifies, be inspected annually (not necessarily unpacked) provided the yacht has on board written confirmation from the manufacturer's approved service station stating that the inspection was satisfactory. MoMu0,1,2

c) A liferaft built to OSR Appendix A part II ("ISAF") packed in a rigid container or canister shall either be serviced annually or may, when the manufacturer so specifies, have its first service no longer than 3 years after commissioning and its second service no longer than 2 years after the first. Subsequent services shall be at intervals of not more than 12 months. MoMu1,2

d) Liferaft servicing certificates shall state the specification that the liferaft was built to. See OSR 4.20.2 MoMu1,2

4.21 Grab Bags

4.21.1 Grab Bag or Emergency Container for Multihulls Without Liferafts

a) A multihull without a liferaft shall have, readily accessible whether or not the yacht is inverted, either a watertight compartment or a grab bag with the following minimum contents. A grab bag shall have inherent flotation, at least 0.1 square metre area of fluorescent orange colour on the outside, shall be marked with the name of the yacht, and shall have a lanyard and clip. Mu3,4

b) Note: it is not intended to duplicate in a grab bag etc. items required by other OSRs to be on board the yacht - this regulation covers only the stowage of those items Mu3,4

c) a watertight hand-held marine VHF transceiver plus a spare set of batteries Mu3,4

d) a watertight flashlight with spare batteries and bulb Mu3,4

e) 2 red parachute and 3 red hand flares Mu3,4

f) a watertight strobe light with spare batteries Mu3,4

g) a knife Mu3,4

4.21.2 Grab Bags to Accompany Liferafts

a) A yacht is recommended to have for each liferaft, a grab bag with the following minimum contents. A grab bag should have inherent flotation, at least 0.1 square metre area of fluorescent orange colour on the outside, should be marked with the name of the yacht, and should have a lanyard and clip.	MoMu0,1,2
b) Note: it is not intended to duplicate in a grab bag items required by other OSRs to be on board the yacht - these recommendations cover only the stowage of those items	MoMu0,1,2
 ***c) The RORC recommends that consideration be taken when stowing a Grab Bag to its accessibility in the event of a full inversion***	Mo0,1,2

4.21.3 Grab Bag Recommended Contents

a) 2 red parachute and 2 red hand flares and cyalume-type chemical light sticks (red flares compliant with SOLAS)	MoMu1,2
b) watertight hand-held EPFS (e.g. GPS) in at least one of the grab bags carried by a yacht	MoMu1,2
c) SART (Search and Rescue Transponder) in at least one of the grab bags carried by a yacht	MoMu1,2
d) a combined 406MHz/121.5MHz or type "E" EPIRB (see OSR 4.19.1) in at least one of the grab bags carried by a yacht	MoMu1,2
e) water in re-sealable containers or a hand-operated desalinator plus containers for water	MoMu1,2
f) a watertight hand-held marine VHF transceiver plus a spare set of batteries	MoMu0,1,2
g) a watertight flashlight with spare batteries and bulb	MoMu0,1,2
h) dry suits or thermal protective aids or survival bags	
i) second sea anchor for the liferaft (not required if the liferaft has already a spare sea anchor in its pack) (recommended standard ISO 17339) with swivel and >30m line diameter >9.5 mm	MoMu0,1,2
j) two safety tin openers (if appropriate)	MoMu0,1,2
k) first-aid kit including at least 2 tubes of sunscreen. All dressings should be capable of being effectively used in wet conditions. The first-aid kit should be clearly marked and re-sealable.	MoMu0,1,2
l) signalling mirror	MoMu0,1,2
m) high-energy food (min 10 000kJ per person recommended for Cat Zero)	MoMu0,1,2
n) nylon string, polythene bags, seasickness tablets (min 6 per person recommended)	MoMu0,1,2
o) watertight hand-held aviation VHF transceiver (if race area warrants)	MoMu0,1,2
p) water in re-sealable containers and a hand-operated desalinator	MoMu0
q) hand-held satellite telephone with waterproof cover and internal batteries	MoMu0
r) strobe light	MoMu0
s) medical supplies including any for pre-existing medical conditions of any crew member	MoMu0
t) spare unbreakable spectacles for any crew members needing them	MoMu0
u) wet notebook with captive pencil	MoMu0
v) powerful whistle (operated by mouth)	MoMu0
w) 6 red SOLAS compliant parachute flares, 3 white parachute flares, 2 orange SOLAS compliant smoke flares, cyalume-type light sticks	MoMu0
x) a watertight, high-powered torch (flashlight) with spare batteries and bulbs	MoMu0
y) watertight hand-held EPFS (Electronic Position-Fixing System) (e.g. GPS)	MoMu0
z) SART (Search and Rescue Transponder)	MoMu0
aa) 406MHz or type "E" EPIRB registered to the yacht (see OSR 4.19.2)	MoMu0

4.21.4 Swimmer of the Watch Bag

a) It is recommended to keep a bag, stored ready for immediate use within reach of the main companionway hatch, to facilitate the recovery of a man overboard by a swimmer of the watch and containing- MoMu0

b) 50 metres of buoyant 8mm rope MoMu0

c) a pair of swim fins MoMu0

d) a semi-automatic life jacket MoMu0

e) suitable clothing to effect a man overboard recovery in cold water MoMu0

4.22 Lifebuoys

4.22.1 The following shall be provided within reach of the helmsman and ready for instant use:

a) a lifebuoy with a self-igniting light and a drogue or a Lifesling with a self-igniting light and without a drogue. **

b) In addition to a) above, one lifebuoy within reach of the helmsman and ready for instant use, equipped with: MoMu0,1,2

i a whistle, a drogue, a self-igniting light and MoMu0,1,2

ii a pole and flag. The pole shall be either permanently extended or be capable of being fully automatically extended (not extendable by hand) in less than 20 seconds. It shall be attached to the lifebuoy with 3 m (10 ft) of floating line and is to be of a length and so ballasted that the flag will fly at least 1.8 m (6 ft) off the water. MoMu0,1,2

iii Each lifebuoy shall be equipped with a sachet of fluoresceine dye MoMu0

4.22.2 When at least two lifebuoys (and/or Lifeslings) are carried, at least one of them shall depend entirely on permanent (e.g. foam) buoyancy. MoMu0,1,2

4.22.3 Each inflatable lifebuoy and any automatic device (e.g. pole and flag extended by compressed gas) shall be tested and serviced at intervals in accordance with its manufacturer's instructions. **

4.22.4 Each lifebuoy or lifesling shall be fitted with marine grade retro-reflective material (4.18). **

4.23 Pyrotechnic and Light Signals

4.23.1 Pyrotechnic signals shall be provided conforming to SOLAS LSA Code Chapter III Visual Signals and not older than the stamped expiry date (if any) or if no expiry date stamped, not older than 4 years. **

TABLE 13

red parachute flares LSA III 3.1	red hand flares LSA III 3.2	white hand flares*	buoyant orange smoke LSA III 3.3 3 minute duration	race category
6	4	4	2	MoMu0,1
4	4	4	2	MoMu2,3
	4	4	2	Mo4
2	4	4	2	Mu4

Specifications of white flares (except colour and candela rating) should comply with the LSA Code Chapter III 3.3 **

Pyrotechnic Signals carried by Service Yachts may comply with Service requirements instead of those detailed above. **

4.23.2 The following lights shall be provided and readily available for the purpose of collision avoidance:

a) a watertight white torch (flashlight) with spare batteries and bulb **

b) a watertight, high-powered white spotlight (searchlight) with spare batteries and bulbs **

4.24 Heaving Line

a) a heaving line shall be provided 15 m - 25 m (50 ft - 75 ft) length readily accessible to cockpit. **

b) the "throwing sock" type is recommended - see Appendix D **

The RORC recommends that yachts should carry a lifting strop to clip to a halyard, to aid MOB recovery from the water back onto the deck. The lifting strop or 'helicopter strop' should fit under the arms and have a toggle to help keep the casualty from slipping out when lifted. A second strop is advised to fit under the knees to lift the casualty horizontally when dealing with well developed hypothermia. **

4.25 Cockpit Knife

A strong, sharp knife, sheathed and securely restrained shall be provided readily accessible from the deck or a cockpit. **

4.26 Storm & Heavy Weather Sails

4.26.1 Design

a) it is strongly recommended that persons in charge consult their designer and sailmaker to decide the most effective size for storm and heavy weather sails. The purpose of these sails is to provide safe propulsion for the yacht in severe weather -they are not intended as part of the racing inventory. The areas below are maxima. Smaller areas are likely to suit some yachts according to their stability and other characteristics. **

4.26.2 High Visibility

a) it is strongly recommended that every storm sail should either be of highly-visible coloured material (e.g. dayglo pink, orange or yellow) or have a highly-visible coloured patch added on each side; and also that a rotating wing mast used in lieu of a trysail should have a highly-visible coloured patch on each side **

4.26.3 Materials

a) aromatic polyamides, carbon and similar fibres shall not be used in a trysail or storm jib but spectra/dyneema and similar materials are permitted. **

b) it is strongly recommended that a heavy-weather jib does not contain aromatic polyamides, carbon and similar fibres other than spectra/dyneema. **

4.26.4 The following shall be provided:-

a) sheeting positions on deck for each storm and heavy-weather sail; **

b) for each storm or heavy-weather jib, a means to attach the luff to the stay, independent of any luff-groove device. A heavy weather jib shall have the means of attachment readily available. A storm jib shall have the means of attachment permanently attached; **

c) a storm trysail which shall be capable of being sheeted independently of the boom with area not greater than 17.5% mainsail luff length x mainsail foot length. The storm trysail shall have neither headboard nor battens, however a storm trysail is not required in a yacht with a rotating wing mast which can adequately substitute for a trysail; MoMu0,1,2

d) if a storm trysail is required by either OSR 4.26.4 (c) or OSR 4.26.4 (g) the yacht's sail number and letter(s) shall be placed on both sides of the trysail (or on a rotating wing mast as substitute for a trysail) in as large a size as practicable; **

e) a storm jib of area not greater than 5% height of the foretriangle squared, with luff maximum length 65% height of the foretriangle; MoMu0,1,2

f) a heavy-weather jib (or heavy-weather sail in a yacht with no forestay) of area not greater than 13.5% height of the foretriangle squared and without reef points; **

g) either a storm trysail as defined in OSR 4.26.4(c), or mainsail reefing to reduce the luff by at least 40%. MoMu3,4

h) in the case of a yacht with an in-mast furling mainsail, the storm trysail must be capable of being set while the mainsail is furled. MoMu0,1,2

i) It is strongly recommended that the heavy-weather jib does not contain aromatic polyamides, carbon fibres and other high modulus fibres. **

j) A trysail track should allow for the trysail to be hoisted quickly when the mainsail is lowered whether or not the mainsail is stowed on the main boom. MoMu0,1,2

4.27 Drogue, Sea Anchor

4.27.1 A drogue for deployment over the stern, or alternatively a sea anchor or parachute anchor for deployment over the bow, complete with all gear needed to rig and deploy the sea anchor or drogue, is strongly recommended to withstand long periods in rough conditions (see Appendix F). MoMu1

4.27.2 A drogue for deployment over the stern, or alternatively a sea anchor or parachute anchor for deployment at the bow, shall be provided complete with all gear needed to rig and deploy the sea anchor or drogue to withstand long periods in rough conditions (see OSR Appendix F) MoMu0

4.28 Man Overboard Alarm

4.28.1 Each yacht shall be equipped with a man overboard alarm including an emergency button immediately accessible to a helmsman which will sound an audible alarm in the accommodation and simultaneously send an appropriate signal to the ship's navigational software MoMu0

4.28.2 A yacht is recommended to be equipped with an EPFS (e.g. GPS) capable of immediately recording a man overboard position from each helm station MoMu 1, 2

4.28.3 A yacht shall be equipped with an EPFS (e.g. GPS) capable of immediately recording a man overboard position from each helm station (From January 2012) MoMu 1, 2

4.29 Deck Bags

4.29.1 OSR 4.29 shall apply only when RRS 51 moveable ballast is changed in the Notice of Race, Sailing Instructions or Class Rules to permit deck bags Mo0

a) A deck bag or bags may be provided for the stowage of sails on deck Mo0

b) A deck bag shall be:- Mo0

i) so constructed to ensure rapid draining of water Mo0

ii) securely fastened in such a way that the integrity of deck fittings e.g. stanchions and lifelines, is not compromised Mo0

SECTION 5 - PERSONAL EQUIPMENT

5.01 Lifejacket

5.01.1 Each crew member shall have a lifejacket as follows:- **

a) In accordance with ISO 12402 – 3 (Level 150) or equivalent, ISO 12402 requires Level 150 lifejackets to be fitted with a mandatory whistle and retro-reflective material. Also, when fitted with a safety harness, ISO 12402 requires that this shall be the full safety harness in accordance with ISO 12401. Any equivalent lifejacket shall have equal requirements. **
Note: persons of larger than average build are generally more buoyant than those of average build and so do not require a lifejacket with greater levels of flotation. Wearing a Level 275 lifejacket may hamper entry into liferafts.

b) fitted with either crotch strap(s) / thigh straps or full safety harness in accordance with ISO 12401, **
Crotch straps or thigh straps together with related fittings and fixtures should be strong enough to lift the wearer from the water.

c) Fitted with a lifejacket light in accordance with SOLAS LSA code 2.2.3 (white, >0.75 candelas, >8 hours), **

d) if inflatable have a compressed gas inflation system, **

e) if inflatable, regularly test for gas retention, **

f) Compatible with the wearer's safety harness, **

g) Clearly marked with the yacht's or wearer's name, **

h) Fitted with a splashguard / sprayhood in accordance with ISO 12402 – 8, MoMu0

i) Fitted with a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority), MoMu0

It is strongly recommended that a lifejacket has:

j) A splashguard / sprayhood See ISO 12402 – 8, MoMu1,2,3,4

k) a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority), MoMu1,2,3,4

l) If of a gas inflatable type, a spare cylinder and if appropriate a spare activation head. MoMu1,2,3,4

5.01.2 For every gas inflatable lifejacket a spare cylinder and if appropriate a spare activation head shall be carried. MoMu0

5.01.3 Each yacht shall carry a spare lifejacket or lifejackets as required in OSR 5.01.1 sufficient for at least 10% of the total number of persons on board (minimum 1 spare lifejacket). At least one of the required spare lifejacket(s) shall be a semi – automatic for use in man overboard recovery. MoMu0

5.01.4 The person in charge shall personally check each lifejacket at least once annually **

5.01.5 A harness and lifejacket shall be worn when on deck:

a) between the hours of sunset and sunrise MoMu0,1,2,3

b) when alone on deck MoMu0,1,2,3

c) when reefed MoMu0,1,2,3

d) when the true wind speed is 25 knots or above MoMu0,1,2,3

e) when the visibility is less than 1 nautical mile MoMu0,1,2,3

5.02 Safety Harness and Safety Lines (Tethers)

5.02.1 Each crew member shall have a harness and safety line that complies with ISO 12401 or equivalent with a safety line not more than 2m in length. MoMu0,1,2,3
Harnesses and safety lines manufactured prior to Jan 2010 shall comply with either ISO 12401 or EN1095.
Harnesses and safety lines manufactured prior to Jan 2001 are not permitted.

a) Warning it is possible for a plain snaphook to disengage from a U-bolt if the hook is rotated under load at right-angles to the axis of the U-bolt. For this reason the use of snaphooks with positive locking devices is strongly recommended MoMu0,1,2,3

5.02.2 At least 30% of the crew shall each, in addition to the above be provided with either:-

a) a safety line not more than 1m long, or — MoMu0,1,2,3

b) a mid-point snaphook on a 2m safety line — MoMu0,1,2,3

c) Each yacht shall carry spare harness and safety line units as required in OSR 5.02.1 above sufficient for at least 10% of the total number of persons on board (minimum one unit). — Mo0

5.02.3 A safety line purchased in January 2001 or later shall have a coloured flag embedded in the stitching, to indicate an overload. A line which has been overloaded shall be replaced as a matter of urgency. — MoMu0,1,2,3

5.02.4 A crew member's lifejacket and harness shall be compatible — MoMu0,1,2,3

5.02.5 It is strongly recommended that:-

a) static safety lines should be securely fastened at work stations; — MoMu0,1,2,3

b) a harness shall be fitted with a crotch strap or thigh straps. Crotch or thigh straps together with related fittings and fixtures should be strong enough to lift the wearer from the water. — MoMu0,1,2,3

The RORC requires that

c) a harness shall be fitted with a crotch strap or thigh straps; — MoMu0,1,2,3

It is strongly recommended that: -

d) to draw attention to wear and damage, stitching on harness and safety lines should be of a colour contrasting strongly with the surrounding material; — MoMu0,1,2,3

e) snaphooks should be of a type which will not self-release from a U-bolt (see OSR 5.02.1(a)) and which can be easily released under load (crew members are reminded that a personal knife may free them from a safety line in emergency); — MoMu0,1,2,3

f) a crew member before a race should adjust a harness to fit then retain that harness for the duration of the race. — MoMu0,1,2,3

5.02.6 Warning - a safety harness is not designed to tow a person in the water and it is important that a harness is used to minimise or eliminate the risk of a person's torso becoming immersed in water outside the boat. The diligent use of a properly adjusted safety harness is regarded as by far the most effective way of preventing man overboard incidents. — **

5.03 Personal Location Lights

a) two packs of miniflares or two personal location lights (either SOLAS or strobe) shall be provided for each crew member: one should be attached to, or carried on, the person when on deck at night. — MoMu0

5.04 Foul Weather Suits

a) a foul weather suit with hood shall be supplied to each crew member. — MoMu0

b) it is recommended that a foul weather suit should be fitted with marine-grade retro-reflective material, and should have high-visibility colours on its upper parts and sleeve cuffs. .See OSR 4.18 — **

5.05 Knife

A knife, one shall be supplied to each crew member to be worn on the person at all times — MoMu0

5.06 Watertight flashlight

5.06.1 A buoyant watertight flashlight, one shall be supplied to each crew member. — MoMu0

5.06.2 RORC recommends that each crewmember carries in a pocket a combination torch/strobe light, not only are these devices useful as a personal torch but they are also valuable in aiding location in a man overboard situation. — MoMu0,1,2,3

5.07 Survival Equipment

5.07.1 One set of Survival Equipment shall be supplied to each crew member to include:- — MoMu0

a) an immersion suit (attention is drawn to ISO 15027-1 constant wear suits, and ISO 15027-2 abandonment suits and the LSA Code Chapter II, 2,3); — MoMu0

b) a PLB (Personal Locator Beacon) equipped with 406MHz and 121.5Mhz; — MoMu0

	c) a personal unit in addition to the PLB in OSR 4.07.1(b) if the location device carried by the yacht in accordance with OSR 3.29.1(h) requires it;	MoMu0
	d) Attention is drawn to the value of keeping on the person a combined 406MHz/121.5MHz PLB when on deck: this may aid location in a man overboard incident independent of the equipment carried by the parent vessel	MoMu0,1,2
	e) All PLB units, as with other types of EPIRB, should be properly registered with the appropriate authority	MoMu0,1,2
5.07.2	*It is strongly recommended that an immersion suit should be supplied to each crew member in a multihull in conditions where there is a potential for hypothermia*	Mu1,2,3,4
5.08	**Diving Equipment**	
5.08.1	A yacht shall carry at least two diving suits each to cover the entire body and including gloves, fins and portable air supplies.	MoMu0

SECTION 6 – TRAINING

6.01	**At least 30% but not fewer than two members of a crew, including the skipper shall have undertaken training within the five years before the start of the race in both 6.02 topics for theoretical sessions, and 6.03 topics which include practical, hands-on sessions.**	MoMu1,2
6.01.2	Every member of a crew including the skipper shall have undertaken training as in OSR 6.01	MoMu0
6.01.3	It is strongly recommended that all crew members should undertake training as in OSR 6.01 at least once every five years	MoMu1,2
6.01.4	Except as otherwise provided in the Notice of Race, an in-date certificate gained at an 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.	MoMu0,1,2
6.02	**Training Topics for Theoretical Sessions**	
6.02.1	care and maintenance of safety equipment	MoMu0,1,2
6.02.2	storm sails	MoMu0,1,2
6.02.3	damage control and repair	MoMu0,1,2
6.02.4	heavy weather - crew routines, boat handling, drogues	MoMu0,1,2
6.02.5	man overboard prevention and recovery	MoMu0,1,2
6.02.6	giving assistance to other craft	MoMu0,1,2
6.02.7	hypothermia	MoMu0,1,2
6.02.8	SAR organisation and methods	MoMu0,1,2
6.02.9	weather forecasting	MoMu0,1,2
6.03	**Training Topics for Practical, Hands-On Sessions**	
6.03.1	liferafts and lifejackets	MoMu0,1,2
6.03.2	fire precautions and use of fire extinguishers	MoMu0,1,2
6.03.3	communications equipment (VHF, GMDSS, satcomms, etc.)	MoMu0,1,2
6.03.4	pyrotechnics and EPIRBs	MoMu0,1,2
6.04	**Routine Training On-Board**	
6.04.1	It is recommended that crews should practice safety routines at reasonable intervals including the drill for man-overboard recovery	**
6.05	**Medical Training**	
6.05.1	At least two members of the crew shall be able to apply simple strapping and plaster casts, undertake skin suturing, insert intravenous cannulae and give intravenous fluids, give both intra-muscular and intravenous injections and apply a temporary dental filling	MoMu0
6.05.2	At least two members of the crew	MoMu1
	At least one member of the crew	MoMu2
	Shall hold a current Senior First Aid Certificate or equivalent and should be familiar with the management of medical emergencies that may occur at sea including Hypothermia, and radio communications operations for obtaining medical advice by radio.	
	Each of these crew members shall also have undertaken the training required by OSR 6.01	
6.05.3	At least one member of the crew shall be familiar with First Aid procedures, Hypothermia and relevant communication systems (see OSR 6.02.7, 6.03.3, 6.03.4)	**

6.06 Diving Training

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 man overboard MoMu0

APPENDICES TO SPECIAL REGULATIONS

Available from the ISAF website:- http://www.sailing.org/specialregulations.php

Appendix A - Minimum Specification for Yachtsmens Liferafts
Appendix B - A guide to ISO and other Standards
Appendix C - Standard Inspection Card
Appendix D - Quickstop & Lifesling
Appendix E - Hypothermia
Appendix F - Drogues and sea anchors
Appendix G - Model Training Course
Appendix H - ISAF Code for the organisation of Oceanic Races
Appendix J - Category 5
Appendix K - Moveable and Variable Ballast
Appendix L - Category 6
Appendix M – Hull Construction Standards (Scantlings)

APPENDIX M - HULL CONSTRUCTION STANDARDS (SCANTLINGS) for Monohulls pre-2010 and Multihulls

M.1 A monohull with Age or Series Date before the 1January 2010 shall comply with OSR 3.03.1, 3.03.2 and 3.03.3 or with this appendix. A multihull shall comply with this appendix. MoMu0,1,2

Table 2

LOA	earliest of age or series date	race category
all	January 1986 and after	MoMu0,1
12m (39.4 feet) and over	January 1987 and after	MoMu2
under 12m (39.4 feet)	January 1988 and after	MoMu2

M.2 A yacht defined in the table above shall have been designed built, maintained, modified and repaired in accordance with the requirements of either: MoMu0,1,2

a) the EC Recreational Craft Directive for Category A (having obtained the CE mark), or MoMu0,1,2

b) the ABS Guide for Building and Classing Offshore Yachts in which case the yacht shall have on board either a certificate of plan approval issued by ABS, or written statements signed by the designer and builder which confirm that they have respectively designed and built the yacht in accordance with the ABS Guide, MoMu0,1,2

c) ISO 12215 Category A, with written statements signed by the designer and builder which confirm that they have respectively designed and built the yacht in accordance with the ISO standard, MoMu0,1,2

d) except that a race organizer or class rules may accept when that described in (a), (b), or (c) above is not available, the signed statement by a naval architect or other person familiar with the standards listed above that the yacht fulfills the requirements of (a), (b), or (c). MoMu0,1,2

M.3 Any significant repairs or modifications to the hull, deck, coachroof, keel or appendages, on a yacht defined in table 2 shall be certified by one of the methods above and an appropriate written statement or statements shall be on board. MoMu0,1,2

RORC PRESCRIPTIONS

3.07.4	OSR 3.07.3 shall not apply. Multihulls shall have escape hatch(es) as detailed in OSR 3.07.2	Mu2
3.14.6	**Lifeline Minimum Diameters, Required Materials, Specifications**	**
	a) Lifelines shall be of: stranded stainless steel wire of minimum diameter is specified in table 8 below. Lifelines shall be uncoated and used without close-fitted sleeving.	**
	b) Grade 316 stainless wire is recommended	**
	c) A taut lanyard or synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100mm (4 in). This lanyard shall be replaced annually at a minimum.	**
	d) All wire, fittings, anchorage points, fixtures and lanyards shall comprise a lifeline enclosure system which has at all points at least the breaking strength of the lifeline wire.	**
4.01.2	**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 identified so that they can be excluded from any search and rescue operation.**	**
4.07.1 (d)	a watertight high-intensity heavy duty searchlight powered by the ships' batteries, instantly available for use on deck and in the cockpit, with spare bulbs. The searchlight shall be capable of continuous use. If rechargeable the searchlight shall be capable of operating whilst being charged.	MoMu0,1,2,3
	RORC recommends: A floating torch is carried ready for immediate use in the event of man overboard at night, where the torch can be thrown in the sea and the beam will shine vertically upwards as an aid to finding the man in the dark	**
4.21.2 (c)	*The RORC recommends that consideration be taken when stowing a Grab Bag to its accessibility in the event of a full inversion*	Mo0,1,2
4.23.1	Pyrotechnic signals carried by Service yachts in RORC races may comply with Service requirements instead of those detailed in Table 13.	**
4.24	*The RORC recommends that yachts should carry a lifting strop to clip to a halyard, to aid MOB recovery from the water back onto the deck.* *The lifting strop or 'helicopter strop' should fit under the arms and have a toggle to help keep the casualty from slipping out when lifted. A second strop is advised to fit under the knees to lift the casualty horizontally when dealing with well developed hypothermia*	MoMu0,1,2,3
5.01.5	A harness and lifejacket shall be worn when on deck:	
	a) between the hours of sunset and sunrise	MoMu0,1,2,3
	b) when alone on deck	MoMu0,1,2,3
	c) when reefed	MoMu0,1,2,3
	d) when the true wind speed is 25 knots or above	MoMu0,1,2,3
	e) when the visibility is less than 1 nautical mile	MoMu0,1,2,3
5.02.5	The RORC requires that	
	c) a harness shall be fitted with a crotch strap or thigh straps;	MoMu0,1,2,3
5.06.2	*RORC recommends that each crewmember carries in a pocket a combination torch/strobe light, not only are these devices useful as a personal torch but they are also valuable in aiding location in a man overboard situation.*	MoMu0,1,2,3

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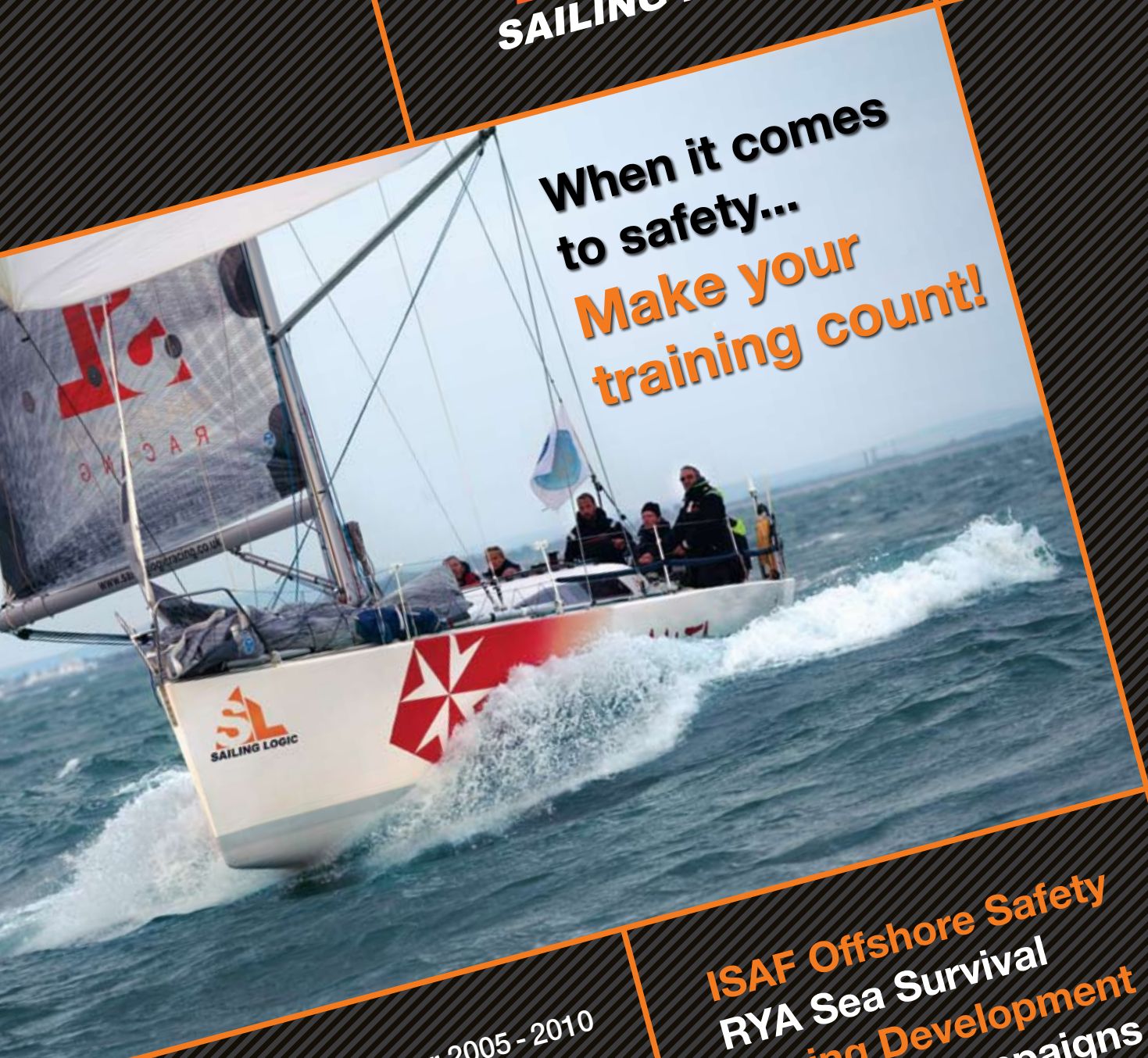

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