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Notice of Race
2012



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INTRODUCTION

This Notice of Race (NoR) 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.

DEFINITIONS

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

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

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

Documents Page - can be found at <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 2012 are the RORC Easter Challenge and the IRC National Championship.

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

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

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

RCMS - The RORC Crew Management System at <http://rorc.sailgate.com/crew>

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

Service Yacht - is one which is crewed by regular 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.

TERMINOLOGY

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

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

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Note:

The Cowes office is only open during Cowes based racing events.

PART 1 – GENERAL RULES

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

ORGANISING AUTHORITY

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



1.1 PROGRAMME

Race	Date	Destination/ Location	Distance/ Duration	Points Factor
RORC Caribbean 600	Mon 20 February	Antigua	600	1.4
Rolex China Sea Race*	Wed 4 April	Hong Kong - Philippines	565	-
RORC Easter Challenge	Fri 6 – Sun 8 April	Cowes	-	-
Morgan Cup Race	Sat 5 May	Cowes - Round Marks – Solent finish	24 – 36 Hours	1.0
North Sea Race (Vuurscheper Race 15 May)	Fri 18 May	Harwich - Scheveningen	180	1.2
50th Deauville Race / Cervantes Trophy*	Fri 1 June	Cowes - Deauville	115	1.0
IRC National Championship	Fri 15 – Sun 17 June	Cowes	-	-
Myth of Malham Race	Fri 22 June	Cowes - Round Eddystone	230	1.2
Round Ireland Race*	Sun 24 June	Wicklow	704	1.5
East Coast Race*	Fri 29 June	West Mersea - Breskens	130	1.0
Cowes – Dinard – St Malo	Fri 13 July	Cowes - St Malo	170	1.0
Brewin Dolphin Commodores' Cup §	Sat 21 – Sat 28 July	Cowes	-	-
Channel Race	Sat 4 August	Cowes - Round Marks – Solent finish	24 – 36 Hours	1.0
Cherbourg Race	Fri 31 August	Cowes - Cherbourg	78	1.0
Rolex Middle Sea Race*	Sat 20 October	Malta	606	-
Raja Muda Selangor International Regatta*	Fri 16 – Sat 24 November	Malaysia	-	-
ARC 2012* (RORC Racing Division)	Sun 25 November	Gran Canaria – St Lucia	2,700	-

*Organised under the auspices of or in association with the RORC. See the individual event Notice of Race available from the event websites. A brief overview of the race is printed in this publication.

§ The Brewin Dolphin Commodores' Cup Notice of Race is available from the website (<http://www.commodorescup.rorc.org>)

1.2 RULES AND REGULATIONS

1.2.1 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.

1.2.2 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>)

1.2.3 NATIONAL AUTHORITY PRESCRIPTIONS

The prescriptions of RYA will apply (<http://www.sailing.org/28524.php>)

No other National Authority prescriptions shall apply.

1.2.4 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.

1.2.5 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.

1.2.6 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).

1.2.7 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>)

1.2.8 NOTICE OF RACE

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

1.2.9 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.

Note: Succeeding items in the above list shall take precedence.

1.3 ADVERTISING

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

1.4 RESPONSIBILITY

1.4.1 THE PERSON IN CHARGE

Yacht racing can be dangerous. The attention of Persons in Charge is drawn to RRS Fundamental Rule 4: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone" and to Special Regulation 1.02.1 which begins: "The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge...."

1.4.2 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.

1.4.3 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.

1.4.4 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 1.14 below. The RORC reserves the right to require a signed declaration, in the terms set out in NoR 1.14 below, from each crew member.

1.4.5 SAFETY AND LIFE SAVING EQUIPMENT

Competitors' 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.

1.4.6 RORC SAFETY STICKER

All *Competitors* shall display the RORC Safety Sticker in a prominent place on board their boat. The sticker is available from the RORC.

1.5 ELIGIBILITY – THE YACHT

1.5.1 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 1.5.3.1.4 Two-Handed Class.

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

1.5.2 YACHT SIZE

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

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

1.5.3 DIVISIONS

1.5.3.1 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.

1.5.3.1.1 IRC Endorsed Certificates

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

1.5.3.1.2 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.

1.5.3.1.3 IRC Rule 15

Automatic and wind-vane devices for steering may be carried but not used except as stated in NoR 1.5.3.1.4 Two-Handed Class. This amends IRC Rule 15.

1.5.3.1.4 Two-Handed Class

A Two-Handed Class within IRC will be available in RORC *Off-shore Races*. Yachts will be eligible for both Two-Handed and IRC rating band class trophies. Automatic or wind-vane steering is permitted (changes IRC Rule 15). Entries must satisfy the committee that they have suitable and adequate experience and that their yacht is appropriately organised for two-handed sailing.

1.5.3.2 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.

1.5.3.3 CSA - Yachts rating 0.870 and greater

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

1.5.3.4 Multihulls - Yachts rating 1.170 and greater

Offshore multihulls with endorsed Multihull Offshore Cruising and Racing Association (MOCRA) 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.

1.5.3.5 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).

1.5.4 CLASSES AND CLASS FLAGS

Class	TCC Range	Class Flag
IRC CK*	0.850 and greater	Pennant 9
IRC Z	1.275 and greater	Pennant 0
IRC 1	1.101 – 1.274	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
Multihull	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 bands in the light of 2012 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.

1.5.5 RATINGS, RATING AND CLASS CERTIFICATES, DEADLINE

Yachts shall hold valid rating/class certificate(s) on the *Closing 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.

1.5.6 ISAF OFFSHORE SPECIAL REGULATIONS (OSR) AND RORC PRESCRIPTIONS

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

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 complete ISAF Offshore Special Regulations with RORC Prescriptions are in Appendix 1 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.

1.5.6.1 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 their 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.

1.5.6.2 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.

1.6 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.

1.6.1 SSS OR STIX AND AVS

1.6.1.1 Category 1 and 2 races:

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

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

1.6.1.2 Category 3 races:

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

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

1.6.1.3 Category 4 races:

Boats may be categorised under either STIX or SSS.

1.6.2 MINIMUM PERMITTED VALUES

OSR Category	STIX min.	AVS min.	SSS min.
Category 1	32	130-0.002*m	35
Category 2	32	130-0.002*m	28
Category 3	23	130-0.005*m	15
Category 4	14	90	10

Where m is the boat's Minimum Sailing Weight

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

1.7 ELIGIBILITY – COMPETITORS

1.7.1 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 *Emergency Contact* details for all of the crew. A Shoreside Contact form is available on the *Documents Page*.

1.7.2 OFFSHORE CREWLIST

For OSR Category 0, 1, 2 and 3 *Offshore Races* an Offshore Crewlist complete with full *Emergency Contact* details shall be supplied to the RORC. The Person in Charge shall select the crew from *Competitors* who have registered as crew on the RORC Crew Management System (RCMS). In exceptional circumstances the RORC may accept receipt of the Offshore Crewlist by other means.

1.7.3 EXPERIENCE REQUIREMENT

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

1.7.4 TRAINING REQUIREMENT

There are basic training requirements for all Categories of Race, see section 6 of the ISAF Offshore Special Regulations for full details.

For OSR Category 0, 1 and 2 races the RORC will ask the crew to provide evidence of training. This is most commonly the ISAF Offshore Crew Safety Course. Equivalent qualifications may be accepted. For details of the Training Requirements for a race see the appropriate race page in Part 2.

1.7.5 FIRST AID REQUIREMENT

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

1.8 RACE ENTRY

1.8.1 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.

1.8.2 PAYMENT

Payment shall be received by the RORC (allowing time for funds to clear where a bank transfer is used), before the *Closing Date*. Credit Cards are accepted through the online entry system or by telephone.

In exceptional circumstances the RORC may accept other payment methods.

1.8.2.1 Late Payment

Payments received after the *Closing Date* may be charged at the late entry fee. See NoR 1.8.5 Late Entry Fees

1.8.3 CANCELLATIONS AND REFUNDS

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

Cancellations after the *Closing Date* will be eligible for a refund of 50% of the race entry fee. This will be refunded to the credit card used for payment. For payments made by other means, refunds will be made against a written claim received no later than Monday 3rd September 2012.

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.

1.8.4 STANDARD ENTRY FEES – SHOWN IN £ STERLING

LH (LOA) (m)		Offshore Weekend Race		North Sea Race (entry fee includes tracking)		RORC Caribbean 600 (entry fee includes tracking)		RORC Easter Challenge IRC National Championship	
		Member	Non-Member	Member	Non-Member	Member	Non-Member	Member	Non-Member
Below 9.00		40	55	60	75	190	275	115	165
9.01	10.00	45	65	65	85	225	320	135	190
10.01	11.00	55	75	75	95	270	380	160	230
11.01	12.00	65	90	85	110	320	455	190	275
12.01	13.00	75	105	95	125	375	530	225	320
13.01	14.00	95	135	115	155	465	665	280	400
14.01	15.00	110	160	130	180	555	795	335	475
15.01	16.00	150	215	170	235	755	1080	455	650
16.01	17.00	200	285	220	305	1000	1425	600	855
17.01	18.00	255	370	275	390	1285	1840	770	1105
18.01	19.00	350	500	370	520	1750	2500	1050	1500
19.01	20.00	370	525	390	545	1840	2625	1105	1575
20.01	21.00	385	550	405	570	1930	2760	1160	1655
21.01	22.00	405	580	425	600	2020	2890	1215	1735
22.01	23.00	425	605	445	625	2115	3025	1270	1815
23.01	24.00	440	630	460	650	2205	3150	1325	1890
24.01	25.00	460	655	480	675	2300	3285	1380	1970
25.01	26.00	480	685	500	705	2390	3415	1435	2050
26.01	27.00	495	710	515	730	2485	3550	1490	2130
27.01	28.00	515	735	535	755	2575	3675	1545	2205
28.01	29.00	535	760	555	780	2665	3810	1600	2285
29.01	30.50	550	790	570	810	2755	3940	1655	2365

1.8.4.1 RORC Caribbean 600 only – Yachts above 30.5m LOA:

Member: £90.00 per metre

Non-Member: £130.00 per metre

1.8.5 LATE ENTRY FEES

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

1.8.6 LATE DOCUMENTATION FEE

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

1.9 COURSES

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

The Race Committee may set different courses for different *Classes*. In this instance the results in IRC Overall will be calculated on corrected average speed, this changes RRS A3.

1.10 PENALTIES

1.10.1 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.

1.10.2 PENALTIES FOR INFRINGEMENTS OF OTHER RULES

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

1.11 COMMUNICATION

1.11.1 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.

1.12 SCORING

1.12.1 INSHORE REGATTAS

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

1.12.2 OFFSHORE RACES

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

The scoring system for *Offshore Races* will be the *High Points System* below.

Number of Starters																			
10	11	12	13	14	15	16	17	18	19	20 +	Place	Place	Pts.	Place	Pts.	Place	Pts.	Place	Pts.
90	91	92	93	94	95	96	97	98	99	100	1	21	58.5	27	55.5	33	52.5	39	49.5
84	85	86	87	88	89	90	91	92	93	94	2	22	58.0	28	55.0	34	52.0	40	49.0
80	81	82	83	84	85	86	87	88	89	90	3	23	57.5	29	54.5	35	51.5	41	48.5
76	77	78	79	80	81	82	83	84	85	86	4	24	57.0	30	54.0	36	51.0	42	48.0
73	74	75	76	77	78	79	80	81	82	83	5	25	56.5	31	53.5	37	50.5	43	47.5
70	71	72	73	74	75	76	77	78	79	80	6	26	56.0	32	53.0	38	50.0	etc.	etc.
68	69	70	71	72	73	74	75	76	77	78	7								
66	67	68	69	70	71	72	73	74	75	76	8	DNF or RAF = 10 pts.							
64	65	66	67	68	69	70	71	72	73	74	9	DNC, DNS, DSQ, DNE, DGM = 0 pts.							
62	63	64	65	66	67	68	69	70	71	72	10	After place 50, points reduce for each subsequent							
	61	62	63	64	65	66	67	68	69	70	11	place by 0.3 to a flat minimum of 11.0							
		60	61	62	63	64	65	66	67	68	12								
			59	60	61	62	63	64	65	66	13								
				59	60	61	62	63	64	65	14								
					59	60	61	62	63	64	15								
						59	60	61	62	63	16								
							59	60	61	62	17								
								59	60	61	18								
									59	60	19								
										59	20								

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

Points will be multiplied by the Points Factor stated in NoR 1.1 Paragraph A4 will not apply.

1.12.2.2 RRS A3 – Scoring

The final sentence in RRS A3 – Scoring is modified to read “However, when a handicap or rating system is used a yacht’s corrected time, rounded to the nearest second, shall determine her finishing place.”

1.12.3 SERIES SCORES – SEASON’S POINTS CHAMPIONSHIP AND IRC TOTAL POINTS CHAMPIONSHIP

All of the *Offshore Races* count towards the 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 four 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.

1.12.4 NUMBER OF RACES

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

1.13 TROPHIES AND PRIZES

The interpretation of the terms of award for all trophies and prizes will be made by the RORC Committee, whose decision is final. 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. If a trophy is returned not engraved the RORC reserves the right to charge the cost of the engraving to the winner. Trophies will be returned to the Club when requested by the Race Office.

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 four *Offshore Races* to count

Trophy	Presented for	2011 Winner
Europeans Trophy	IRC Zero	Venomous, Derek Saunders
Trenchemer Cup	IRC One	Tonnerre de Breskens 3, Piet Vroon
Emily Verger Plate	IRC Two	Joopster, Neil Kipling
Grenade Goblet	IRC Three	Foggy Dew, Noel Racine
Cowland Trophy	IRC Four	Iromiguy, Jean Yves Chateau
Psipsina Trophy	Two-Handed Class	Ultreia!, Matthias Kracht and Renaud Courbon
Shambles Salver	Multihulls	2011 - Not Awarded
Oldland/Watts Aquadanca Trophy	For the Sigma 38 with the highest Season’s Points	Persephone of London. Nigel Goodhew

1.13.1.2 IRC Total Points Championship Trophies

All Offshore Races to count

Trophy	Presented for	2011 Winner
Jazz Trophy	IRC Overall	Tonnerre de Breskens 3, Piet Vroon
Keith Ludlow Trophy	Navigator of the IRC Overall Yacht	Piet Vroon, Tonnerre de Breskens 3
David Fayle Memorial Cup	Best Sailing School Yacht	Visit Malta Puma, Sailing Logic, Tim Thubron
Serendip Trophy	Best Series produced Yacht	Arabella, Niall Dowling
	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	Red Arrow, Royal Air Force Sailing Association
Stradivarius Trophy	Best Overseas Yacht	Tonnerre de Breskens 3, Piet Vroon
Arambalza Swan Cup	Best Swan	Brevity, Mark Devereux
Alan Paul Trophy	Consistent high performance	Arabella, Niall Dowling
	Awarded to the yacht with the highest total fleet overall points (all races to count) plus a bonus: $2.5[R+(R-1) +(R-2) +(R-3) \text{ etc}+(R-R)]$ when R=races completed. Class Season's Points winners are excluded.	

1.13.1.3 Special Awards

Trophy	Presented for	2011 Winner
Somerset Memorial Trophy	Yacht Of The Year	Rán, Niklas Zennström
	Awarded for outstanding racing achievement by a yacht owned or sailed by a RORC member as voted for by the RORC Main Committee	
Assuage Trophy for RORC Members		La Réponse, Andrew McIrvine
	For the yacht, owned or skippered by a RORC member, 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		Erivale III, Mike Greville
	Best Elapsed time in the Deauville/Cervantes, Morgan Cup, Cowes-Dinard-St Malo and Cherbourg races.	
Duncan Munro-Kerr Youth Challenge Trophy		Freddie Neville-Jones on Erivale III
	For a member who has completed the most RORC miles in the current season on a yacht which on Season's Points finishes in the top three of her IRC class. The crew member must be between 15 and 25 (inclusive) on 1st January 2012. Tie-break younger crew member wins.	
Peter Harrison Youth Trophy		Bob, Rob Gray and Sam Laidlaw
	For yachts with a minimum of 33% (rounded up) of the crew under the age of 25 on the 1st January 2012. Highest points score from any 3 Offshore Races.	
Dennis P Miller Memorial Trophy	British Yacht Overseas	British Soldier, Army Sailing Association, Lt Col Nick Bate
Seamanship Trophy	Outstanding Act of Seamanship	2011 – Not Awarded
Freddie Morgan Trophy	Classic Yacht in IRC	Winsome, Harry Heijst
The Pera Awards		2011 – Not Awarded
	Pera Awards may be given to yachts which receive redress for rendering assistance during a race	

1.13.2 INDIVIDUAL RACE PRIZES AND TROPHIES

1.13.2.1 Trophies

In individual races the trophies to be awarded are listed in Part 2.

1.13.2.2 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

1.13.2.2.1 Low Number of Starters

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

1.13.2.2.2 High Number of Starters

When there are more than 30 starters in a *Class* it may be subdivided for prizes.

1.14 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, 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.

1.15 INSURANCE

Yachts shall effect adequate and suitable insurance before racing.

PART 2 - THE RACES

INTRODUCTION

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

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



RORC CARIBBEAN 600

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Monday 20th February 2012. First Warning Signal: 1050 off Fort Charlotte, Antigua

2.3 DIVISIONS

IRC 1.007 and greater, IRC Two-Handed Class 1.007 and greater, CSA 0.870 and greater, Multihull, Class40. This changes NoR 1.5.3.1.

Note: There is no maximum length of boat for this race. This changes NoR 1.5.2 Yacht Size.

2.4 ENTRY

Entry opens on the 5th October 2011

2.5 CLOSING DATE

Thursday 2nd February 2012

2.6 SPECIAL REGULATIONS

Offshore Special Regulations Category 3 with RORC Prescriptions plus Category 2 liferaft and EPIRB, see NoR 1.5.6

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.10 BRIEFING

There will be a briefing for Skippers and Navigators at 1800 on Saturday 18th February 2012 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 17th February 2012. Any boat that anticipates a problem with 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 SCORING

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 Two-Handed Class; 1st CSA Class; First Yacht Home (Monohull); First Yacht Home (Multihull); 1st MOCRA Multihull; RORC Medallions.

2.15 PRIZEGIVING

Friday 24th 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 stand-alone and will be supplied by the RORC. A deposit, which may be set against a credit card (£700), 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

Accommodation, travel and berthing

For accommodation, travel and berthing information please see the information pack at <http://caribbean600.rorc.org>

RORC EASTER CHALLENGE

2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club

2.2 REGATTA DATE

Friday 6th April – Sunday 8th April 2012

2.2.1 PROGRAMME

Date	Race(s)	HW (Portsmouth)	First Warning Signal
Friday 6th April	Practice Starts		1055
	1 & 2	1140 4.7m	1255
Saturday 7th April	3, 4 & 5	1227 4.8m	0955
Sunday 8th April	6 & 7	1313 4.9m	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 9th January 2012

2.5 CLOSING DATE

Thursday 22nd March 2012

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 1.6 Stability and Safety Indices

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, except 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 1600 on Sunday 8th April 2012 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

The Race Office will be the RORC Cowes Office.

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.

MORGAN CUP RACE

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Saturday 5th May 2012. First Warning Signal: 0850 from the RYS Cowes, to the West. HW: Portsmouth 1115 4.7m

2.3 DIVISIONS

IRC, IRC Two-Handed, Multihull

2.4 ENTRY

Entry opens on the 9th January 2012

2.5 CLOSING DATE

Thursday 19th April 2012

2.6 SPECIAL REGULATIONS

Offshore Special Regulations Category 3 with RORC Prescriptions plus Category 2 liferaft; see NoR 1.5.6

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE

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

2.13 SCORING

Points Factor: 1.00, see NoR 1.12.2

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; RORC Medallions.

2.15 PRIZEGIVING

The Morgan Cup trophies will be presented at the Royal Thames Yacht Club prizegiving dinner on Tuesday 6th November 2012. RORC Medallions will be presented on Tuesday 26th June 2012, 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

The Race Office will be the RORC Cowes Office.

Brewin Dolphin Commodores' Cup

The Morgan Cup Race will form part of the selection process for the GBR Teams, for full details please see the Notice of Selection (<http://www.rya.org.uk/racing/jm2matchteam/Pages/CommodoresCup.aspx>)

NORTH SEA RACE (VUURSCHEPEN RACE 15 MAY)

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Friday 18th May 2012. First Warning Signal: 1020, near the entrance of Harwich Harbour. HW: Harwich 1102 3.8m

2.3 DIVISIONS

IRC, IRC Two-Handed, ORC, Multihull

2.4 ENTRY

Entry opens on the 9th January 2012. Boats competing in the Delta Lloyd North Sea Regatta must enter the North Sea Race through RORC's online entry system *REMUS*, see NoR 1.8.

2.5 CLOSING DATE

Thursday 3rd May 2012

2.6 SPECIAL REGULATIONS

Offshore Special Regulations Category 3 with RORC Prescriptions plus Category 2 liferaft; see NoR 1.5.6

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

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 SCORING

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; 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; Zwerver Cup.

2.15 PRIZEGIVING

At Scheveningen as soon as possible after the race on Sunday 20th May 2012.

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 2012:

IRC Regatta

- 15th May: Vuurschepen Race, Scheveningen – Harwich
- 18th May: North Sea Race (RORC), Harwich – Scheveningen
- 25th – 28th May: Inshore Races Scheveningen

Free Berthing in Scheveningen is available for Competitors of the Delta Lloyd North Sea Regatta

For further information contact: Delta Lloyd North Sea Regatta 2012, Hellingweg136, 2583 DX, Scheveningen, The Netherlands Tel: +31 (70) 322 88 63 Website: www.nsr.nl

50TH DEAUVILLE RACE / CERVANTES TROPHY

For information only, for Notice of Race please see the event website

ORGANISING AUTHORITY

Organised by the Royal Southern Yacht Club in association with the Royal London Yacht Club and the Deauville Yacht Club. The event is supported by JOG and the Royal Ocean Racing Club.

RACE DATE

Start: Friday 1st June 2012 (Bank Holiday Weekend). First Warning Signal: 1420, RYS Cowes, to the East. HW: Portsmouth 2130 4.50m

DIVISIONS

IRC, IRC Two-Handed, Cruising

ENTRY

Entry is through the Royal Southern Yacht Club, the Royal Thames Yacht Club or JOG. See event Notice of Race (www.royal-southern.co.uk/)

SPECIAL REGULATIONS

Offshore Special Regulations Category 3 plus Category 2 liferaft

STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

COURSE

Cowes – Deauville. Approximately 115 miles.

RORC SEASON'S POINTS CHAMPIONSHIP

The race will form part of the RORC Season's Points. Points Factor 1.00. See NoR 1.12.2 Offshore Races

RACE PRIZES AND TROPHIES

The RORC Cervantes Race Trophies will be awarded across the RORC Class bands, see NoR 1.5.3.1. 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.

PRIZEGIVING

The evening of Saturday 2nd June 2012: Deauville, details of the Prizegiving Dinner will be published in the Sailing Instructions and in the official Notice of Race.

RORC Medallions will be presented on Tuesday 26th June 2012, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

IRC NATIONAL CHAMPIONSHIP

2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club

2.2 REGATTA DATE

Friday 15th June – Sunday 17th June 2012

2.2.1 PROGRAMME

Date	Race(s)	HW (Portsmouth)	First Warning Signal
Friday 15th June	1, 2 & 3	0908 3.9m	1025
Saturday 16th June	4, 5 & 6	1003 4.0m	1025
Sunday 17th June	7 & 8	1049 4.1m	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 9th January 2012

2.5 CLOSING DATE

Thursday 31st May 2012

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 1.6 Stability and Safety Indices

2.11 COURSE(S)

Racing will take place in the Solent; the Sailing Instructions will define the courses.

2.12 BERTHING

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:

(A yacht's series score divided by (number of scored races minus 1)) divided by (Number of entries in class plus 2)

For the purposes of scoring IRC 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 1600 on Sunday 17th June 2012 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

The Race Office will be the RORC Cowes Office.

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.

MYTH OF MALHAM RACE

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Friday 22nd June 2012. First Warning Signal: 1250, RYS Cowes, to the West. HW: Portsmouth 1400 4.5m

2.3 DIVISIONS

IRC, IRC Two-Handed, Multihull

2.4 ENTRY

Entry opens on the 9th January 2012

2.5 CLOSING DATE

Thursday 7th June 2012

2.6 SPECIAL REGULATIONS

Offshore Special Regulations Category 3 with RORC prescriptions plus Category 2 liferaft; see NoR 1.5.6

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE

Eddystone Lighthouse (P), North Head and finish. Approximately 230 miles.

2.13 SCORING

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; Jamairella Trophy – IRC 2; Maid of Malham Cup - IRC 3; Ernest Moore Plate – IRC 4; Ville D’Hyeres Trophy – Two-Handed Class; RORC Prizes – Multihulls; RORC Medallions.

2.15 PRIZEGIVING

Prizes and Medallions on Tuesday 26th June 2012, 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

The Race Office will be the RORC Cowes Office.

ROUND IRELAND RACE

For information only, see event Notice of Race

ORGANISING AUTHORITY

Wicklow Sailing Club in association with the Royal Ocean Racing Club

RACE DATE

Start: Sunday 24th June 2012, Wicklow

DIVISIONS

IRC Endorsed, Two-Handed (IRC Endorsed), Sigma 38 (Class rules) and Cruisers (Hull Factor 7.5 or less)

OFFSHORE SPECIAL REGULATIONS

Offshore Special Regulations Category 2

EXPERIENCE QUALIFICATION

The skipper and at least half the crew must have completed, in the yacht in which they will race the Round Ireland Race, in the 13 months preceding the start, either: 300 miles offshore racing*, a non-stop passage of at least 300 miles or other qualifications agreed by the Organising Authority by 31st May 2012

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

TRAINING

30%, including Person in Charge, to be trained to Section 6 (Appendix G) of the ISAF Offshore Special Regulations.

COURSE

Ireland and all its islands excluding Rockall to Starboard. Approximately 704 miles.

RORC SEASON'S POINTS CHAMPIONSHIP

The Round Ireland Race is part of the RORC Season's Points Championship – Points Factor 1.5. See NoR 1.1 & 1.12.

WEBSITE

www.wicklowsailingclub.com

Email

theox@eircom.net

EAST COAST RACE

For information only, see event Notice of Race

ORGANISING AUTHORITY

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

RACE DATE

Start: Friday 29th June 2012. First Warning Signal: 1850

COURSE

West Mersea – Breskens. Approximately 130 miles

RORC SEASON'S POINTS CHAMPIONSHIP

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

OFFSHORE SPECIAL REGULATIONS

Offshore Special Regulations Category 3 plus Category 2 liferaft.

WEBSITE

www.eaora.org.uk

www.wmyc.org.uk

COWES – DINARD – ST MALO

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Friday 13th July 2012. First Warning Signal: 0950, RYS Cowes, to the West. HW: Portsmouth 0658 3.7m

2.3 DIVISIONS

IRC, IRC Two-Handed, Multihull

2.4 ENTRY

Entry opens on the 9th January 2012.

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 28th June 2012

2.6 SPECIAL REGULATIONS

Offshore Special Regulations Category 3 with RORC Prescriptions plus Category 2 liferaft; see NoR 1.5.6.

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE

Cowes – Casquets - Les Hanois – St Malo. Approximately 170 miles.

2.13 SCORING

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 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

Sunday 15th July 2012 at 1200 (local time) at the Yacht Club de Dinard. RORC medallions will be presented on Tuesday 17th July 2012, 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: RORC Cowes Office.

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

CHANNEL RACE

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Saturday 4th August 2012. First Warning Signal: 0750, RYS Cowes, to the East. HW: Portsmouth 1352 4.8m

2.3 DIVISIONS

IRC, IRC Two-Handed, Multihull

2.4 ENTRY

Entry opens on the 9th January 2012

2.5 CLOSING DATE

Thursday 19th July 2012

2.6 SPECIAL REGULATIONS

Offshore Special Regulations Category 3 with RORC Prescriptions plus Category 2 liferaft; see NoR 1.5.6

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE

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

2.13 SCORING

Points Factor: 1.00, see NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

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

2.15 PRIZEGIVING

Prizes and Medallions on Tuesday 4th September 2012, 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

The Race Office will be the RORC Cowes Office.

CHERBOURG RACE

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Friday 31st August 2012. First Warning Signal: 1850, RYS Cowes, to the East. HW: Portsmouth 1207 4.8m

2.3 DIVISIONS

IRC, IRC Two-Handed, Multihull

2.4 ENTRY

Entry opens on the 9th January 2012

2.5 CLOSING DATE

Thursday 16th August 2012

2.6 SPECIAL REGULATIONS

Offshore Special Regulations Category 3 with RORC Prescriptions plus Category 2 liferaft; see NoR 1.5.6

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE

Cowes to Cherbourg. Approximately 78 miles.

2.13 SCORING

Points Factor: 1.00, see NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

Cherbourg Trophy – BCT IRC; Quailo Cup – IRC Z and IRC 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 – Multihulls; RORC Medallions.

2.15 PRIZEGIVING

In Cherbourg as soon as possible after the race. RORC Medallions will be presented on Tuesday 4th September 2012, 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: RORC Cowes Office.

Finish: RORC Representative: C/O Yacht Club de Cherbourg, Port Chantereyne, 50100, Cherbourg. Tel: +33 (0) 233 94 28 05

RACES ORGANISED UNDER THE AUSPICES OF THE RORC

See individual event Notice of Race for full details

ROLEX CHINA SEA RACE

Organised by the Royal Hong Kong Yacht Club

RACE DATE

Start: Wednesday 4th April 2012. First Warning Signal: 1200.

COURSE

Hong Kong to Subic Bay, Philippines. Approximately 565 miles.

DIVISIONS

IRC

OFFSHORE SPECIAL REGULATIONS

Offshore Special Regulations Category 1

ENTRY

Please enter through the Royal Hong Kong Yacht Club (www.rhkyc.org.hk)

Tel: +852 22 3903 62

Email: Alex.Johnson@rhkyc.org.hk

Website: www.rolexchinasearace.com

ROLEX MIDDLE SEA RACE

Organised by the Royal Malta Yacht Club

RACE DATE

Start: Saturday 20th October 2012. First Warning Signal: 1050 Grand Harbour, Malta.

COURSE

Starting from Malta, boats will sail a course leaving to port the Island of Sicily, the Aeolian Islands (including Strombolicchio), the Egadi Islands (except Marettimo Island), Pantelleria and Lampedusa Islands, through the South Comino Channel, keeping Malta to starboard, to the finish in Malta. The Islands of Ustica, Linosa and Lampione are not marks of the course. Approximately 606 miles.

DIVISIONS

IRC and ORC

OFFSHORE SPECIAL REGULATIONS

Offshore Special Regulations Category 2

ENTRY

Please enter through the Royal Malta Yacht Club

Tel: +356 21 33 31 09

Email: info@rmc.org

Website: www.rolexmiddlesearace.com

RAJA MUDA SELANGOR INTERNATIONAL REGATTA

Organised by the Royal Selangor Yacht Club

REGATTA DATE

Friday 16th November – Saturday 24th November 2012

SCHEDULE

The regatta includes three passage races: Port Klang – Pangkor, Pangkor – Penang, Penang – Langkawi. Interspersed will be a number of harbour races.

DIVISIONS

IRC, Cruising & Multihull

OFFSHORE SPECIAL REGULATIONS

Offshore Special Regulations Category 3

ENTRY

Entry forms are available from the regatta website or from the Royal Selangor Yacht Club

Tel: +603 31 68 69 64

Email: info@rsyc.com.my

Website: www.rmsir.com

ARC 2012 (RORC RACING DIVISION)

Organised by the World Cruising Club

RACE DATE

Start: Sunday 25th November 2012, 1300, Las Palmas de Gran Canaria.

COURSE

Las Palmas de Gran Canaria – Rodney Bay, St Lucia. Approximately 2700 miles.

DIVISIONS

RORC Racing Division (IRC) and Invitational Racing Division (IRC).

OFFSHORE SPECIAL REGULATIONS

Offshore Special Regulations Category 1 plus ARC Mandatory Safety Equipment & RORC Prescriptions.

ENTRY

Participants should enter the event online or by completing the official entry form available from the World Cruising Club.

Tel: +44 (0) 1983 296060

Email: mail@worldcruising.com

Website: www.worldcruising.com



Dark &



www.mosaicp

STEAMY

ISAF SPECIAL REGS



APPENDIX 1 ISAF OFFSHORE SPECIAL REGULATIONS AND RORC PRESCRIPTIONS

January 2012 – December 2013

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Version 1 - 2012

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

Language & Abbreviations Used

Mo - Monohull

Mu - Multihull

„** „ means the item applies to all types of yacht in all Categories except 5 or 6 for which see Appendix J or L.

■ A sidebar indicates a significant change in 2012

RORC prescriptions are underlined.

Guidance notes and recommendations are in italics

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

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. He shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his incapacitation. **
- 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 Suit	A foul weather suit is clothing designed to keep the wearer dry and maybe either a jacket and trousers 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	rope or 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 eg 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 (eg 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, six 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

2.01.6 Category 5 - for inshore racing

Please refer to Appendix J where Special Regulations for Category 5 are given in full. The symbol " ** " does not include Category 5.

2.01.6 Category 6 - for inshore racing

Please refer to Appendix L where Special Regulations for Category 6 are given in full. The symbol " ** " does not include Category 6

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

3.03.1

Mo0,1,2

- a) A yacht of less than 24m in hull length (measured in accordance with ISO 8666) with the earliest of Age or Series Date on or after 1 January 2010 shall have:
 - been designed, built and maintained in accordance with the requirements of ISO 12215 Category A*
 - on board a certificate of building plan review from a notified body recognized 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.

Mo0,1,2

- b) A yacht of 24m in hull length and over (measured in accordance with ISO 8666) with the earliest of Age or Series Date on or after 1 January 2010 shall have:
 - been designed, built and maintained in accordance with the requirements of a Classification Society recognized by ISAF
 - on board a certificate of building plan review from a Classification Society recognized 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 Classification Society .

Mo0,1,2

3.03.2

Mo0,1,2

- a) A yacht of less than 24m in hull length (measured in accordance with ISO 8666), with the earliest of 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
 - 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 recognized 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 *

Mo0,1,2

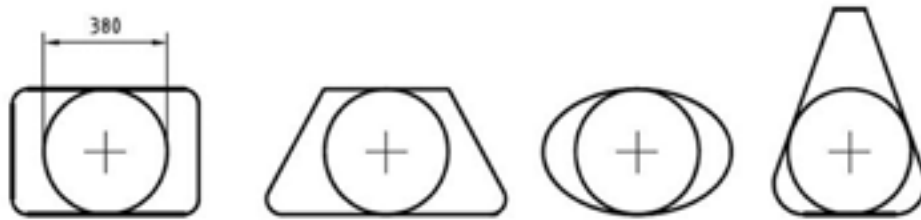
- b) A yacht of 24m in hull length and over (measured in accordance with ISO 8666), with the earliest of Age or Series Date on or after 1 January 2010, if subject to any significant repair or modification to the hull, deck, coachroof, keel or appendages on or after the 1 January 2010, shall have

Mo0,1,2

	<ul style="list-style-type: none"> • the repair or modification designed and built in accordance with the requirements of a Classification Society recognized by ISAF • on board a certificate of building plan review for the repair or modification from a Classification Society recognized by ISAF • on board a declaration signed and dated by the builder to confirm that the repair or modification is in accordance with the plans reviewed by the Classification Society. 									
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 3.031 and 3.03.2 above and in lieu of the builders declaration required by 3.031 and 3.03.2 above.	Mo0,1,2								
3.03.4	A monohull with the earliest of Age or Series Date 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 to these OSR. * or as from time to time specified by ISAF	MoMu0,1,2								
3.04	Stability - Monohulls	Mo0,1,2,3,4								
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	<i>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.</i>	Mo0,1,2,3,4								
3.04.4	<i>ISO 12217-2 may be used as a guide to general suitability for competition in Special Regulations race categories as follows:</i>	Mo0,1,2,3,4								
	TABLE 3									
	<table border="0"> <tr> <td>ISO Category</td> <td>A</td> <td>B</td> <td>C</td> </tr> <tr> <td>OSR Category</td> <td>1-2</td> <td>3</td> <td>4</td> </tr> </table>	ISO Category	A	B	C	OSR Category	1-2	3	4	
ISO Category	A	B	C							
OSR Category	1-2	3	4							
3.04.5	<i>Use of the ISO or any other index does not guarantee total safety or total freedom of risk from capsize or sinking.</i>	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	Mu0,1,2,3,4								
	<i>Attention is drawn to ISO 12217-2.</i>	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 un-sinkable 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 Jan 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	Mo0,1,2,3,4								
3.06.1	Yachts of LOA of 8.5 m (28 ft) and over with age or series date after January 1995 and after 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.	Mo0,1,2,3,4								
3.06.2	Yachts first launched on or after January 2014 have a hatch with the following minimum clear openings in compliance with ISO 9094:	Mo0,1,2,3,4								

- Circular shape: diameter 450mm;
- Any other shape: minimum dimension of 380mm and minimum area of 0.18m². The dimension must be large enough to allow for a 380mm diameter circle to be inscribed.

The measurement of the minimum clear opening is illustrated in Figure 1.



3.06.3	<i>when first launched prior to January 2014, if possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii);</i>	Mo0,1,2,3,4
3.07	Exits and Escape Hatches - Multihulls	Mu0,1,2,3,4
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:-	Mu0,1,2,3,4
	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 <i>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);</i>	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 1/03 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 1/03 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) <i>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</i>	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 0.071m ² (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 0.071m ² shall comply with ISO12216 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	**
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 capsized (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 the companionway extends below the local sheerline and the boat has a cockpit opening aft to the sea the boat shall comply with one of the following:	Mo0,1,2,3,4
	a) the companionway sill shall not extend below the local sheerline. Or	Mo0,1,2,3,4
	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 off up to the level of the local sheerline, provided that the companionway hatch shall continue to give 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 and 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 300 mm.	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 1/03, 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	
	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).	
	before April 1992	MoMu2,3,4
	the total volume of all cockpits below lowest coamings shall not exceed 9% (LWL x maximum beam x freeboard abreast the cockpit).	
	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	
	<i>Note</i>	**
	<i>IMS measured boats may instead of the terms LWL, maximum beam, freeboard abreast the cockpit, use the IMS terms L, B and FA.</i>	
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 1/72 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 1/72 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	
	<i>multihulls also see OSR 3.05</i>	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.	Mo0Mu0,1,2,3,4
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.	Mo0Mu0,1,2,3,4
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) <i>An access hatch should be capable of being securely shut within 5 seconds</i>	Mo0
3.13.6	<i>It is strongly recommended that:</i>	Mo0
	a) <i>an extreme end "crash" bulkhead should be provided at the stern. If practicable the aft "crash" bulkhead should be forward of the rudder post.</i>	Mo0
	b) <i>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</i>	Mo0
	c) <i>compartments between watertight bulkheads should be provided with a means of manually pumping out from within the hull from a position outside the compartment</i>	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) <i>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.</i>	**
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

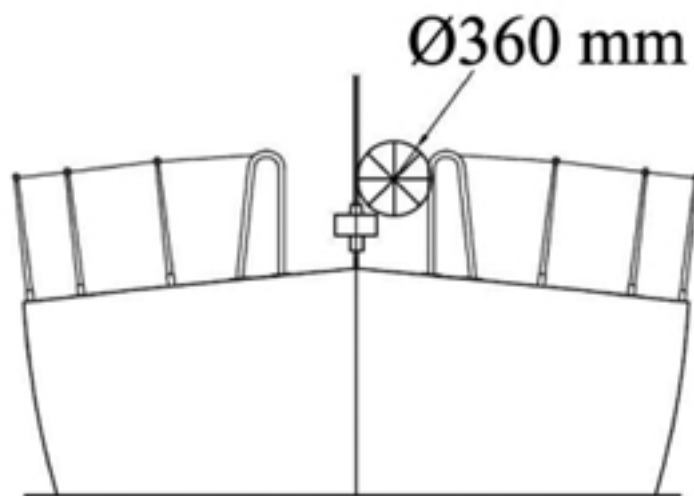


Figure 2 - Diagram Showing Pulpit Opening

	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 baseplate 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 shall be permitted in the lifelines on each side of a yacht. Except at its end fittings, the movement of a lifeline in a fore-and-aft direction shall not be constrained. Temporary sleeving in 3.14.6 (c) shall not modify tension in the lifeline.	**
	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) <i>It is strongly recommended that designs also comply to ISO 15085</i>	**
3.14.4	Special Requirements for Pulpits, Stanchions, Lifelines on Multihulls	Mu0,1,2,3,4
	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

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 1992 and 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

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) ISAF OSR 3.14.6 a) has been deleted and replaced with the RORC prescription: Lifelines shall be of stranded stainless steel wire.
- b) The minimum diameter is specified in table 8 below.
- c) Stainless steel lifelines shall be uncoated and used without close-fitting sleeving, however, temporary sleeving may be fitted provided it is regularly removed for inspection.
- d) *When stainless wire is used, Grade 316 is recommended.*
- e) RORC prescription to ISAF OSR: 3.14.6 e) has been deleted, removing the reference to HMPE (Dyneema®/Spectra®).
- f) A taut lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm (4 in). This lanyard shall be replaced annually at a minimum.
- g) 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 required lifeline wire.

TABLE 8

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

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"

A net shall be:-

- a) essentially horizontal
- 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

	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	Mo0,1,2,3
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:-	Mo0,1,2,3
	TABLE 10	Mo0,1,2,3
	any before January 1981	
	a toe rail minimum height of 20 mm (3/4 in) is acceptable.	
	any before January 1994	
	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	**
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	MoMu0,1,2,3
3.21.1	Drinking Water Tanks	MoMu0,1,2,3
	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	MoMu0,1,2,3
	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) <i>All drinking water and any desalination units should be so arranged that drinking water is readily accessible when the yacht is inverted.</i>	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 magnetic compass independent of any power supply, capable of being used as a steering 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
	<i>under 12 m (39.4 ft)</i>	<i>10 W</i>
	<i>12 m (39.4 ft) and above</i>	<i>25 W</i>
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	Engines, Generators, Fuel	
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 a permanently installed exhaust, coolant, and fuel supply systems and fuel tank(s); be securely covered; and have 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	Mo0,1,2Mu0
f)	Boats of less than 12.0 m hull length may be provided with an inboard propulsion engine, or an outboard engine together with permanently installed fuel supply systems and fuel tank(s) may be used as an alternative.	Mu1,2,3

3.28.2	Generator	A separate generator 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 supply 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 is 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 1/12 may continue in use for the remainder of their service lives.	MoMu0,1,2,3
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	<i>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).</i>	MoMu0,1,2,3
	iv	<i>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)</i>	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)	<i>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)</i>	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)	An AIS Transponder is recommended	MoMu3
3.29.2	<i>Yachts are reminded that no reflector, active or passive, is a guarantee of detection or tracking by a vessel using radar.</i>	**
a)	<i>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.</i>	**
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	<u>ISAF OSR 4.01.2 is amended to read: After the start when sail numbers are not displayed elsewhere (sails down) they shall be displayed on the port quarter. It is particularly important that all vessels can be identified so that they can be excluded from any search and rescue operation.</u>	**
4.02	Hull marking (colour blaze)	Mo0,1,Mu0,1,2,3,4
4.02.1	To assist in SAR location:-	
a)	Each yacht shall show at least 4 m ² 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)	<i>Each yacht is recommended to show at least 1 m² 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</i>	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 1m ²	Mu0,1,2,3,4
4.02.3	<i>Each yacht is recommended to show on each underwater appendage an area of highly-visible colour</i>	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), high modulus polyethylene (such as Dyneema/Spectra) rope 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	MoMu0,1,2,3
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	**
4.06		Anchor(s)	
4.06.1		An anchor or anchors shall be carried according to the table below:	**
		TABLE 12	**
		any	MoMu0
		The specification of anchor, chain and rope shall be in accordance with relevant class rules or the rules of a recognised Classification Society (eg Lloyd's, DNV, etc.)	
		8.5 m (28 ft) and over	MoMu1,2,3
		2 anchors together with a suitable combination of chain and rope, all ready for immediate use	
		under 8.5 m (28 ft)	MoMu1,2,3
		1 anchor together with a suitable combination of chain and rope, all ready for immediate use	
		any	MoMu4
		1 anchor, readily accessible	
4.07		Flashlight(s) and Searchlight(s)	
4.07.1		The following shall be provided:-	
	a)	A watertight, high-powered searchlight, suitable for searching for a person overboard at night and for collision avoidance with spare batteries and bulbs, and	**
	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 handlamp powered by the ships' batteries, instantly available for use on deck and in the cockpit, with spare bulbs	MoMu0

e)	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
f)	<u>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</u>	**
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)	<i>International Medical Guide for Ships, World Health Organisation, Geneva</i>	MoMu0,1
b)	<i>First Aid at Sea, by Douglas Justins and Colin Berry, published by Adlard Coles Nautical, London</i>	MoMu2,3,4
c)	<i>Le Guide de la medecine a distance, by Docteur J Y Chauve, published by Distance Assistance BP33 F-La Baule, cedex, France.</i>	**
d)	<i>'PAN-PAN medico a bordo' in Italian edited by Umberto Verna. www.panpan.it</i>	MoMu2,3,4
e)	<i>Skipper's Medical Emergency Handbook by Dr Spike Briggs and Dr Campbell Mackenzie www.msos.org.uk</i>	**
4.08.2	A First Aid Kit shall be provided	**
4.08.3	<i>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.</i>	**
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 :	**
i)	octahedral with triangular plates making up each pocket it must have a minimum diagonal measurement of 456 mm (18in).	**
ii)	octahedral with circular sector plates making up each pocket it must have a minimum diameter of 304mm (12in).	**
iii)	not octahedral it must have a documented RCS (radar cross-section) of not less than 10 m ² at 0° elevation and be capable of performance around 360° in azimuth.	**
	The minimum effective height above water is 4.0 m (13 ft).	**
b)	<i>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</i>	**
4.10.2	<i>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 ISO 8729-2:2009. An RTE is strongly recommended.</i>	MoMu1,2,3,4
a)	An RTE shall be provided in compliance with ISO8729-2:2009 or ITU-R 1176	MoMu0
b)	<i>The display of a passive reflector or the operation of an RTE is for the person in charge to decide according to prevailing conditions.</i>	**
4.10.3	<i>When available, a passive radar reflector in compliance with ISO8729-1:2010 will offer improved performance over earlier models and has a size typified by a cylinder of not more than weight 5kg, height 750mm and diameter 300mm.</i>	**

4.10.4	<i>S (3GHz) band radar is often used by ships in bad weather to complement X (9GHz) band radar. On S (3GHz) band a passive reflector offers about 1/10 the response obtained on the X (9GHz) band. Unless specifically designed to operate in the S(3GHz) band, an RTE will provide no response at all.</i>	**
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	<i>Reserve Navigation System</i> <i>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)</i>	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; 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 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 a) At least two 406 MHz EPIRBs shall be provided b) <i>It is recommended that a 406 MHz EPIRB should include an internal GPS, and also a 121.5MHz transmitter for local homing.</i> c) Every 406 MHz EPIRB shall be properly registered with the appropriate authority. d) Every ship's 406 MHz EPIRB shall be water and manually activated. e) <i>EPIRBs should be tested in accordance with manufacturer's instructions when first commissioned and then at least annually.</i> f) <i>A list of registration numbers of 406 EPIRBs should be notified to event organizers and kept available for immediate use.</i>	MoMu1,2 MoMu0 MoMu0,1,2 MoMu0,1,2 MoMu0,1,2 MoMu0,1,2 MoMu0,1,2

	g) Consideration should be given to the provision of a locator device (eg an "Argos" beacon) operating on non - SAR frequencies, to aid salvage if a yacht is abandoned.	MoMu0,1,2
	h) 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
	i) 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	MoMu0,1,2
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	MoMu0,1,2
	A Liferaft shall be either:-	MoMu0,1,2
	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	MoMu0,1,2
	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	MoMu0,1,2
	<i>IMPORTANT NOTICE Recent evidence has shown that packaged liferafts are vulnerable to serious damage when dropped (eg from a boat onto a marina pontoon) or when subjected to the weight of a crew member or heavy object (eg 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.</i>	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) A liferaft built to ISO 9650 Part 1 Type Group A, packed in a rigid container or canister shall be serviced in accordance with the manufacturer's instructions but NOT less frequently than every three years	MoMu1,2
	e) A liferaft built to ISO 9650 Part 1 Type Group A packed in a valise shall be inspected annually by an approved manufacturer's agent and serviced in accordance with the manufacturer's instructions but NOT less frequently than every three years.	MoMu1,2
	f) 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	Mu3,4
	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 m ² 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) <i>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 m² area of fluorescent orange colour on the outside, should be marked with the name of the yacht, and should have a lanyard and clip.</i>	MoMu0,1,2
	b) <i>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</i>	MoMu0,1,2
	c) <i>The RORC recommends that consideration be taken when stowing a Grab Bag to its accessibility in the event of a full inversion</i>	Mo0,1,2
4.21.3	Grab Bag Recommended Contents	

a)	<i>2 red parachute and 2 red hand flares and cyalume-type chemical light sticks (red flares compliant with SOLAS)</i>	MoMu1,2
b)	<i>watertight hand-held EPFS (Electronic Position-Fixing System) (eg GPS) in at least one of the grab bags carried by a yacht</i>	MoMu1,2
c)	<i>SART (Search and Rescue Transponder) in at least one of the grab bags carried by a yacht</i>	MoMu1,2
d)	<i>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</i>	MoMu1,2
e)	<i>water in re-sealable containers or a hand-operated desalinator plus containers for water</i>	MoMu1,2
f)	<i>a watertight hand-held marine VHF transceiver plus a spare set of batteries</i>	MoMu0,1,2
g)	<i>a watertight flashlight with spare batteries and bulb</i>	MoMu0,1,2
h)	<i>dry suits or thermal protective aids or survival bags</i>	
i)	<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</i>	MoMu0,1,2
j)	<i>two safety tin openers (if appropriate)</i>	MoMu0,1,2
k)	<i>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.</i>	MoMu0,1,2
l)	<i>signalling mirror</i>	MoMu0,1,2
m)	<i>high-energy food (min 10 000kJ per person recommended for Cat Zero)</i>	MoMu0,1,2
n)	<i>nylon string, polythene bags, seasickness tablets (min 6 per person recommended)</i>	MoMu0,1,2
o)	<i>watertight hand-held aviation VHF transceiver (if race area warrants)</i>	MoMu0,1,2
p)	<i>water in re-sealable containers and a hand-operated desalinator</i>	MoMu0
q)	<i>hand-held satellite telephone with waterproof cover and internal batteries</i>	MoMu0
r)	<i>strobe light</i>	MoMu0
s)	<i>medical supplies including any for pre-existing medical conditions of any crew member</i>	MoMu0
t)	<i>spare unbreakable spectacles for any crew members needing them</i>	MoMu0
u)	<i>wet notebook with captive pencil</i>	MoMu0
v)	<i>powerful whistle (operated by mouth)</i>	MoMu0
w)	<i>6 red SOLAS compliant parachute flares, 3 white parachute flares, 2 orange SOLAS compliant smoke flares, cyalume-type light sticks</i>	MoMu0
x)	<i>a watertight, high-powered torch (flashlight) with spare batteries and bulbs</i>	MoMu0
y)	<i>watertight hand-held EPFS (Electronic Position-Fixing System) (eg GPS)</i>	MoMu0
z)	<i>SART (Search and Rescue Transponder)</i>	MoMu0
aa)	<i>406MHz or type "E" EPIRB registered to the yacht (see OSR 4.19.2)</i>	MoMu0
4.21.4	Swimmer of the Watch Bag	MoMu0
a)	<i>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-</i>	MoMu0
b)	<i>50 metres of buoyant 8mm rope</i>	MoMu0
c)	<i>a pair of swim fins</i>	MoMu0
d)	<i>a semi-automatic life jacket</i>	MoMu0
e)	<i>suitable clothing to effect a man overboard recovery in cold water</i>	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 (eg foam) buoyancy.	MoMu0,1,2
4.22.3	Each inflatable lifebuoy and any automatic device (eg 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).	**
4.22.5	<i>It is recommended that the colour of each lifebuoy be a safety colour in the yellow-red range.</i>	**
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	
	6 4 4 2 MoMu0,1	
	4 4 4 2 MoMu2,3	
	- 4 4 2 Mo4	
	2 4 4 2 Mu4	
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)	<i>the "throwing sock" type is recommended - see Appendix D</i>	**
c)	<u><i>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.</i></u>	MoMu0,1,2,3
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	<i>Design</i>	
a)	<i>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.</i>	**
4.26.2	High Visibility	**
a)	Every storm jib shall either be of highly-visible coloured material (eg dayglo pink, orange or yellow) or have a highly-visible coloured patch at least 50% of the area of the sail (up to a maximum diameter of 3m) added on each side; and also that a rotating wing mast should have a highly-visible coloured patch on each side. A storm sail purchased after January 2014 shall have the material of the body of the sail a highly-visible colour.	**

- 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; **
- Storm and heavy weather jib areas shall be calculated as:
 $(0.255 \times \text{luff length} \times (\text{luff perpendicular} + 2 \times \text{half width}))^*$ To apply to sails made in January 2012 and after.
- c) a storm trysail which shall be capable of being sheeted independently of the boom with trysail area not greater than 17.5% mainsail hoist (P) x mainsail foot length (E). The storm trysail area shall be measured as $(0.5 \times \text{leech length} \times \text{shortest distance between tack point and leech})$. 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. The method of calculating area applies to sails made in January 2012 and after. MoMu 0,1,2
- 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; **
- 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
- 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) *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
- It is strongly recommended that a boat has either a dedicated trysail track permanently installed with the entry point accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.*
- k) *It is strongly recommended that an inner forestay is provided either permanently installed or readily set up, on which to set the storm jib.* MoMu0,1,2



4.27	Drogue, Sea Anchor	MoMu0,1
4.27.1	<i>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).</i>	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	MoMu0
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	<i>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</i>	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	Mo0
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)	**
	i In accordance with ISO 12402 – 3 (Level 150) or equivalent, including EN 396 or UL 1180	**
	ii Lifejackets manufactured after 1 January 2012 shall be in accordance with ISO 12402-3 (Level 150) and shall be fitted with:-	**
	• an emergency light in accordance with either ISO 12402-8 or SOLAS LSA code 2.2.3.	
	• a sprayhood in accordance with ISO 12402-8.	
	• a full deck safety harness in accordance with ISO 12401 (ISO 1095) including a crotch or thigh strap (holding down device) as specified in ISO 12401 (ISO 1095).	
	• If of an inflatable type either	
	(a) automatic, manual and oral inflation or	
	(b) manual and oral inflation	
	Notes: 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.	
	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 a crotch strap(s) / thigh straps or a full safety harness in accordance with ISO 12401,	**
	Note: The function of lifejacket crotch/thigh straps is to hold the buoyancy element down. A crew member before a race should adjust a lifejacket to fit then retain that lifejacket for the duration of the race. Correct adjustment is fundamental to the lifejacket functioning correctly.	

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 checked 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
	<i>It is strongly recommended that a lifejacket has:</i>	
j)	<i>a splashguard / sprayhood See ISO 12402 – 8,</i>	MoMu1,2,3,4
k)	<i>a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority)</i>	MoMu1,2,3,4
l)	<i>if of a gas inflatable type, a spare cylinder and if appropriate a spare activation head</i>	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 lifejacket(s) as required in OSR 5.01.1 sufficient for at least 10% of the total number of persons on board (minimum one 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:	MoMu0,1,2,3
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)	MoMu0,1,2,3
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. Harnesses and safety lines manufactured prior to Jan 2010 shall comply with either ISO 12401 or EN 1095. Harnesses and safety lines manufactured prior to Jan 2001 are not permitted.	MoMu0,1,2,3
a)	<i>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.</i>	MoMu0,1,2,3
5.02.2	At least 30% of the crew shall each, in addition to the above be provided with either:-	MoMu0,1,2,3
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	<i>It is strongly recommended that:-</i>	MoMu0,1,2,3
a)	<i>static safety lines should be securely fastened at work stations;</i>	MoMu0,1,2,3

	b) <u>ISAF OSR 5.02.5 b) is amended to read:</u> <u>A harness shall be fitted with a crotch strap or thigh straps.</u>	MoMu0,1,2,3
	c) <i>to draw attention to wear and damage, stitching on harness and safety lines should be of a colour contrasting strongly with the surrounding material;</i>	MoMu0,1,2,3
	d) <i>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);</i>	MoMu0,1,2,3
	e) <i>a crew member before a race should adjust a harness to fit then retain that harness for the duration of the race.</i>	MoMu0,1,2,3
5.02.6	<i>Warning - a safety line and safety harness are not designed to tow a person in the water and it is important that the shortest safety line length possible be used with a harness to minimise or eliminate the risk of a person's torso becoming immersed in water outside the boat, especially when working on the foredeck. 1m safety lines or the midpoint snaphook on a 2m line should be used for this purpose. The diligent use of a properly adjusted safety harness and the shortest safety line practicable is regarded as by far the most effective way of preventing man overboard incidents.</i>	**
5.03	Personal Location Lights	MoMu0
	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	MoMu0
	A knife, one shall be supplied to each crew member to be worn on the person at all times	MoMu0
5.06	Watertight flashlight	MoMu0
	a) A buoyant watertight flashlight, one shall be supplied to each crew member.	MoMu0
	b) <u>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.</u>	MoMu0,1,2,3
5.07	Survival Equipment	MoMu0
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 EN ISO 15027-1 constant wear suits, and EN 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) <i>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</i>	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	<i>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</i>	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
6.01.1	Every member of a crew including the skipper shall have undertaken training as in OSR 6.01	MoMu0
6.01.2	<i>It is strongly recommended that all crew members should undertake training as in OSR 6.01 at least once every five years.</i>	MoMu1,2
6.01.3	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	MoMu0,1,2
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	<i>It is recommended that crews should practice safety routines at reasonable intervals including the drill for man-overboard recovery</i>	**
6.05	Medical Training	MoMu0
6.05.1	At least one member of the crew shall have a valid STCW 95 A-VI/4-2 (Proficiency In Medical Care) certificate or equivalent	MoMu0
6.05.2	In addition to 6.05.1 another member of the crew	MoMu0
	At least two members of the crew	MoMu1
	At least one member of the crew	MoMu2
	shall have a first aid certificate completed within the last five years meeting any of the following requirements:	
	i A certificate listed on the ISAF website www.sailing.org/specialregs of MNA recognised courses	
	ii STCW 95 First Aid Training complying with A-VI/1-3 – Elementary First Aid or higher STCW level	
6.05.3	At least one member of the crew shall be familiar with First Aid procedures, hypothermia, drowning, cardio-pulmonary resuscitation and relevant communications systems (see OSR 6.02.7 and 6.03.3).	MoMu3,4
6.05.4	<i>An example model first aid training course is included in Appendix N.</i>	**

6.06	Diving Training	MoMu0
6.06.1	At least 30% of the crew shall have received appropriate diving training to enable them to carry out basic repairs underwater and to provide assistance if necessary in recovery of a man over-board	MoMu0

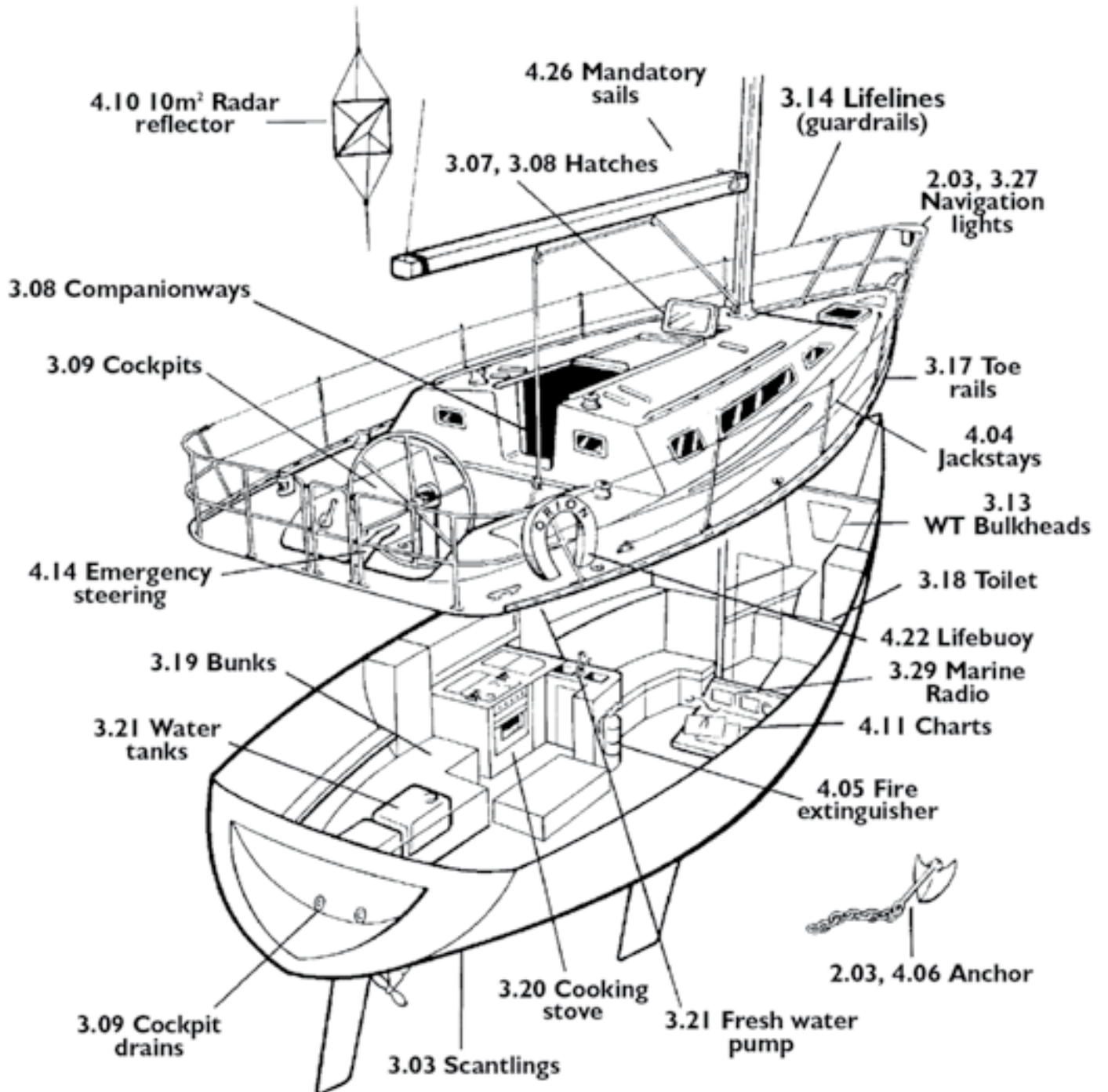
APPENDICES TO SPECIAL REGULATIONS

- Appendix A - Minimum Specification for Yachtsmens Liferrafts
- 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 N - Model First Aid Training Course

APPENDIX M - Hull Construction Standards (Scantlings)

(Monohulls pre-2010 and Multihulls)

m1	A monohull with the earliest of Age or Series Date before the 1 January 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	MoMu0,1,2
	all	MoMu0,1
	January 1986 and after	
	12m (39.4 feet) and over	MoMu2
	January 1987 and after	
	under 12m (39.4 feet)	MoMu2
	January 1988 and after	
m2	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
m3	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



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