
2016
Notice of Race
Royal Ocean Racing Club

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Introduction

This Notice of Race (NoR) consists of two main sections. Part 1 applies to all RORC organised races and includes rules that affect every race unless modified by Part 2, which details rules that apply to specific races. When a rule is modified in Part 2, it takes precedence over the rule in Part 1. Specific races which have a separate NoR (see 1.1 Programme) are exempt from this document. Races organised in association with the RORC will have their own NoR and details of races that are part of the RORC Season's Points Championship are included in this NoR for information only.

DEFINITIONS

Class	the term Class includes IRC, ORC and MOCRA rating systems, or appropriate One-Design Classes.
Closing Date	is the date after which a late entry/late payment fee is charged and cancellation fees apply.
Competitor	a Competitor is any sailor competing in a race. Documents Page can be found at http://remus.rorc.org/documents/
High Points System	the boats are ranked in order of points scored. Highest Points score wins.
Inshore Regatta	Inshore Regattas in 2016 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 to contact 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 identified as part of the RORC Season's Points Championship. See NoR 1.1.
Rating Deadline	is the latest date by which a valid Rating or Class Certificate shall be issued to the boat.
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 and or reserve personnel of the Armed Services, affiliated to or approved for this purpose by the Association of Services Yacht Clubs, but may include one non-serving owner or owner's representative.

TERMINOLOGY

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.

Photo: Rolex/Kurt Arrigo

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

Contacts

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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).

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

1.1 PROGRAMME

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

Race	Date	Destination/ Location	Distance/Duration	Points Factor
2015 RORC Transatlantic Race#	(Sat 28 November 2015)	Lanzarote - Grenada	2,995	1.5
RORC Caribbean 600	Mon 22 February 2016	Antigua	600	1.4
Rolex China Sea Race*	Wed 23 March	Hong Kong – Phillipines	565	-
RORC Easter Challenge	Fri 25 – Sun 27 March	Cowes	-	-
Cervantes Trophy Race	Sat 30 April	Cowes - Le Havre	95-140	1.0
North Sea Race (Vuurschepen Race 3 May)	Fri 6 May	Harwich - Scheveningen	181	1.2
De Guingand Bowl Race	Sat 14 May	Cowes – Round Marks – Solent Finish	120-150	1.0
Myth of Malham Race	Sat 28 May	Cowes - Round Eddystone	256	1.2
East Coast Race*	Sat 28 May	West Mersea - Breskens	120	1.0
Morgan Cup Race	Fri 10 June	Cowes - Dieppe	130-150	1.0
Volvo Round Ireland Yacht Race*	Sat 18 June	Wicklow	704	1.4
IRC National Championship incorporating the Tiny Mitchell Trophy	Fri 24 – Sun 26 June	Cowes	-	-
Cowes Dinard St Malo Race	Fri 8 July	Cowes – Dinard/St Malo	151	1.0
IRC European Championship*	Sun 10 - Fri 15 July	Volvo Cork Week	-	-
Brewin Dolphin Commodores' Cup	Sat 23 – Sat 30 July	Cowes	-	-
Channel Race	Sat 30 July	Cowes - Round Marks – Solent Finish	100-140	1.0
Île d'Ouessant Race	Sun 14 August	Cowes – Ouessant –St Malo	400	1.3
Cherbourg Race	Fri 2 September	Cowes – Cherbourg	75	1.0
IRC Double Handed National Championship*	Sat 16 – Sun 17 September	Cowes	-	-
Rolex Middle Sea Race*	Sat 22 October	Malta	630	1.4
Raja Muda Selangor International Regatta*	Fri 13 – Sat 21 November TBA	Malaysia	-	-
2016 RORC Transatlantic Race	Sat 26 November	Lanzarote – Granada	2,995	

#The 2015 RORC Transatlantic Race is the first race of the 2016 Season's Points Championshipp

*Organised under the auspices of or in association with the RORC. See the individual event Notice of Race available from the event websites.

§ The Notice of Race for the RORC Caribbean 600, the Brewin Dolphin Commodores' Cup and the RORC Transatlantic Race are available from the race minisites (http://caribbean600.rorc.org/ ; http://commodorescup.rorc.org/ ; http://transatlantic.rorc.org/) or from the RORC Office.

1.2 RULES AND REGULATIONS

1.2.1 ENGLISH LAW

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

1.2.2. RACING RULES OF SAILING

The rules as defined in the Racing Rules of Sailing (RRS) 2013-2016. (http://www.sailing.org/documents/racing-rules.php)

1.2.3 NATIONAL AUTHORITY PRESCRIPTIONS

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

No other National Authority prescriptions shall apply.

1.2.4 CLASS RULES

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

1.2.5 2016 – 2017 WORLD SAILING OFFSHORE SPECIAL REGULATIONS (OSR)

The World Sailing Offshore Special Regulations, any amendments thereto for 2016, 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

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

1.2.7 POLLUTION

RRS 55 is deleted. However competitors are reminded that the dumping of rubbish is prohibited by law. Attention is also drawn to the World Sailing Code of Environmentally Friendly Behaviour (www.sailing.org/about/environment/index.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 emailed to Competitors after the Closing Date for each race. They may be posted to Competitors on request.

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

1.3 ADVERTISING

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

1.4 RESPONSIBILITY

1.4.1 THE PERSON IN CHARGE

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

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

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

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

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

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

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

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

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 boats entered to remain in the vicinity of the starting line. Each boat shall exercise her responsibility under RRS Fundamental Rule 4 and decide whether or not to start or to continue to race.

1.4.4 RACE DECLARATION(S)

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

1.4.5 SAFETY AND LIFE SAVING EQUIPMENT

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

However, in Offshore Races a combined Lifejacket and Harness shall be worn when on deck:

- Between the hours of sunset and sunrise
- When alone on deck
- When reefed
- When the true wind speed is 25 knots or above
- When the visibility is less than 1 nautical mile

See also Special Regulation 5.02.

1.4.6 RORC SAFETY STICKER

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

1.5 ELIGIBILITY – THE BOAT

1.5.1 SUITABILITY

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

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

1.5.2 BOAT SIZE

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

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

1.5.3 CLASSES

1.5.3.1 IRC – Boats rating 0.850 and greater

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

1.5.3.1.1 IRC Endorsed Certificates

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

1.5.3.1.2 IRC Rule 22.4.2 – Crew Numbers

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

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

1.5.3.1.3 Automatic and Wind-vane devices for Steering

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

1.5.3.1.4 Two-Handed Class

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

1.5.3.2 ORC Club - Boats rating 0.9000 and greater

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

1.5.3.3 Multihulls - Boats rating 1.100 and greater

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

Open multihulls may race without any rating.

1.5.3.4 Level Racing

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

1.5.4 CLASSES AND CLASS FLAGS

Class	TCC Range	Class Flag
IRC Canting Keel*	0.850 and greater	Pennant 9
IRC Zero	1.275 and greater	Pennant 0
IRC One	1.101 – 1.274	Pennant 1
IRC Two	1.051 – 1.100	Pennant 2
IRC Three	1.004 – 1.050	Pennant 3
IRC Four	0.850 – 1.003	Pennant 4
ORC Club	0.900 and greater	Pennant 5
Multihull (MOCRA)	1.100 and greater	Pennant 8

* IRC Canting Keel is a separate class within IRC for boats with canting keels.

The RORC reserves the right to amend the class bands in the light of 2016 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 boat with no backstay. Boats shall provide their own Class flag.

1.5.5 RATINGS, RATING AND CLASS CERTIFICATES

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

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

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

Inshore Regattas are usually Category 4.

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

Long Offshore Races are usually Category 2 (Ile d'Ouessant Race) or Category 1 (RORC Transatlantic Race).

The complete World Sailing Offshore Special Regulations with RORC Prescriptions are in Appendix 1 to this Notice of Race. Amend to: The OSR can also be found on the Documents Page of REMUS 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. However the RORC will endeavour to help Competitors to understand the OSR and reserves the right to conduct an OSR inspection on any boat at any time.

For OSR Category 4 *Inshore Regattas* only, the entrant shall complete an online declaration, using the online entry system REMUS, stating that the boat complies with OSR Category 4

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and RORC Prescriptions. In exceptional circumstances the RORC may accept a printed declaration.

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

Per season, only one checklist appropriate to the race category is required, completed and signed by the Person in Charge. If the Person in Charge changes a new checklist shall be completed.

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

1.5.6.2 Automatic Identification System (AIS)

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

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

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

1.6 STABILITY AND SAFETY INDICES

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

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

1.6.1 SSS OR STIX AND AVS

1.6.1.1 Category 1 and 2 races:

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

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

1.6.1.2 Category 3 races:

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

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

1.6.1.3 Category 4 races:

Boats may be categorised under either STIX or SSS.

1.6.2 MINIMUM PERMITTED VALUES

OSR Category	Category 1	Category 2	Category 3	Category 4
STIX minimum	32	32	23	14
AVS minimum	130-0.002*m but always ≥ 100°	130-0.002*m but always ≥ 100°	130-0.005*m but always ≥ 95°	90
Minimum righting energy	m* A_{GZ}>17200	m* A_{GZ}>17200	m* A_{GZ}>5700	
SSS minimum	35	28	15	10
Where "m" is the mass of the boat in the minimum operating condition as defined by ISO 12217-2				
Where "AGZ" is positive areas under the righting lever curve in the minimum operating condition, expressed in metre degrees from upright to AVS				

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

1.7 ELIGIBILITY – COMPETITORS

1.7.1 SHORESIDE CONTACT

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

1.7.2 OFFSHORE CREWLIST

For *Offshore Races* an Offshore Crewlist complete with full *Emergency Contact* details shall be supplied to the RORC through 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 World Sailing 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 to OSR Section 6. This is the World Sailing Offshore Crew Safety Course. Equivalent qualifications may be accepted. For details of the Training Requirements for a race see the appropriate race page in Part 2.

1.7.5 First Aid Requirement

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

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

1.8 RACE ENTRY

1.8.1 ENTERING A RACE

A *Competitor* shall enter a RORC race using the *REMUS* online entry system. The RORC may accept an entry over the telephone. Submission of an entry will not guarantee a place in a race; all other entry requirements must be completed to the satisfaction of the RORC.

1.8.2 PAYMENT

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

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

1.8.2.1 Late Payment

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

1.8.3 CANCELLATIONS AND REFUNDS

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

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

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

Refunds will be sent to the credit card used for payment. For payments made by other means, refunds will be made against a written claim that must be received no later than Friday 30th September 2016.

1.8.4 STANDARD ENTRY FEES - SHOWN IN STERLING

LH (LOA) (m)		Offshore Weekend Race (entry fee includes tracking)		RORC Easter Challenge / IRC National Championship		Iles de Ouessant Race (entry fee includes tracking)	
		Non-Members	Members (Discount)	Non-Members	Members (Discount)	Non-Members	Members (Discount)
Below 9.00		79	55 (24)	192	134 (58)	158	110 (48)
9.00	9.99	90	63 (27)	226	158 (88)	180	126 (54)
10.00	10.99	102	71 (31)	260	182 (78)	204	142 (62)
11.00	11.99	120	84 (36)	315	221 (94)	240	168 (72)
12.00	12.99	136	95 (41)	362	253 (109)	272	190 (82)
13.00	13.99	172	120 (52)	470	329 (141)	344	240 (104)
14.00	14.99	200	140 (60)	556	389 (167)	400	281 (119)
15.00	15.99	264	185 (79)	748	523 (225)	528	370 (158)
16.00	16.99	345	241 (104)	989	692 (297)	690	482 (208)
17.00	17.99	445	311 (134)	1289	989 (300)	890	622 (268)
18.00	18.99	594	416 (178)	1737	1437 (300)	1188	888 (300)
19.00	19.99	623	436 (187)	1823	1523 (300)	1246	946 (300)
20.00	20.99	653	457 (196)	1913	1613 (300)	1306	1006 (300)
21.00	21.99	687	481 (206)	2015	1715 (300)	1374	1074 (300)
22.00	22.99	715	501 (214)	2101	1801 (300)	1430	1130 (300)
23.00	23.99	745	522 (223)	2191	1891 (300)	1490	1190 (300)
24.00	24.99	774	542 (232)	2277	1977 (300)	1548	1248 (300)
25.00	25.99	808	566 (242)	2379	2079 (300)	1616	1316 (300)
26.00	26.99	838	587 (251)	2469	2169 (300)	1676	1376 (300)
27.00	27.99	867	607 (260)	2555	2255 (300)	1734	1434 (300)
28.00	28.99	896	627 (269)	2642	2342 (300)	1792	1492 (300)
29.00	29.99	931	651 (280)	2747	2447 (300)	1862	1562 (300)
30.00	30.50	966	676 (290)	2852	2552 (300)	1932	1632 (300)

Note: A discount of 30% of the race entry fee is applied for RORC Members. The discount is capped at the value of an ordinary UK member subscription (£300).

Note: A discount of 30% of the race entry fee is applied for RORC Members. The discount is capped at the value of an ordinary UK member subscription (£300) and this is applied to each race entry fee.

1.8.5 LATE ENTRY FEES

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

1.9 COURSES

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

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

1.10 PENALTIES

1.10.1 TAKING A PENALTY (RRS 44)

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

1.10.2 PENALTIES FOR INFRINGEMENTS OF OTHER RULES

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

1.11 COMMUNICATION

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

1.11.1 WEATHER AND TIDAL INFORMATION

Rule 41(c) is replaced by:

"A boat shall not receive help from any outside source, except

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

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

1.12 SCORING

1.12.1 INSHORE REGATTAS

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

1.12.2 OFFSHORE RACES

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

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

Number of Starters																			
10	11	12	13	14	15	16	17	18	19	20+	Place	Place	Pts.	Place	Pts.	Place	Pts.	Place	Pts.
90	91	92	93	94	95	96	97	98	99	100	1	21	58.5	27	55.5	33	52.5	39	49.5
84	85	86	87	88	89	90	91	92	93	94	2	22	58.0	28	55.0	34	52.0	40	49.0
80	81	82	83	84	85	86	87	88	89	90	3	23	57.5	29	54.5	35	51.5	41	48.5
76	77	78	79	80	81	82	83	84	85	86	4	24	57.0	30	54.0	36	51.0	42	48.0
73	74	75	76	77	78	79	80	81	82	83	5	25	56.5	31	53.5	37	50.5	42	47.5
70	71	72	73	74	75	76	77	78	79	80	6	26	56.0	32	53.0	38	50.0	etc.	etc.
68	69	70	71	72	73	74	75	76	77	78	7								
66	67	68	69	70	71	72	73	74	75	76	8	DNF or RAF = 10 pts.							
64	65	66	67	68	69	70	71	72	73	74	9	DNC, DNS, DSQ, DNE, DGM = 0 pts.							
62	63	64	65	66	67	68	69	70	71	72	10	After place 50, points reduce for each subsequent							
	61	62	63	64	65	66	67	68	69	70	11	place by 0.3 to a 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. Note: For points factors in series scores see: 1.13.1 Season's Points Championship Trophies and Special Awards

1.12.2.2 RRS A3 – Scoring

The final sentence in RRS A3 – Scoring is modified to read "However, when a handicap or rating system is used a boat's corrected time, rounded to the nearest second, shall determine her finishing place". When IRC Classes sail different courses the IRC Overall result will be determined by Corrected Average Speed. Corrected Average Speed will be calculated using Course Distance (as determined by the Race Committee) divided by a boat's corrected time.

1.12.2.3 RRS A11 – Scoring Abbreviations

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

1.12.3 NUMBER OF RACES

At least three 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. Trophies will only be awarded to boats which have completed the relevant races. When no boat qualifies to win a particular trophy the Race Committee may, at its discretion, award it otherwise.

The Club holds the winners of trophies responsible for all damage or loss and strongly recommends that winners take out adequate insurance. Winners are responsible for having the trophy suitably engraved, and are also liable for all return carriage costs. If a trophy is returned without engraving the RORC reserves the right to charge the cost of the engraving to the winner. Trophies shall be returned to the Club when requested by the Race Office.

1.13.1 SEASON'S POINTS CHAMPIONSHIP TROPHIES AND SPECIAL AWARDS

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

1.13.1.1 SEASON'S POINTS CHAMPIONSHIP CLASS TROPHIES

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

Trophy	Presented for	2015 Winner
Europeans Cup	IRC Zero	Tonnerre 4, Piet Vroon
Trenchemer Cup	IRC One	Erivale III, Michael Greville
Emily Verger Plate	IRC Two	Azawakh, Eric Van Campenhout and Vincent Willemart
Grenade Goblet	IRC Three	Courrier Du Leon, Géry Trentesaux
Cowland Tropy	IRC Four	Foggy Dew, Noel Racine
Psipina Trophy	Two-Handed Class	Raging Bee, Louis-Marie Dussere
Oldland/Watts Aquadanca Trophy	For the Sigma 38 wih the highest Season's Points	Persephone of London, Nigel Goodhew
J/109 RORC Trophy	For the J/109 with the highest score from her best five points races including the Rolex Fastnet Race.	Jolene II, Philip Nelson

1.13.1.2 SEASON'S POINTS CHAMPIONSHIP TROPHIES - IRC

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

Trophy	Presented for	2015 Winner
Jazz Trophy	IRC Overall	Courrier Du Leon, Géry Trentesaux
Keith Ludlow Trophy	Navigator of the IRC Overall Yacht	Arnaud Aubry, Courrier Du Leon
David Fayle Memorial Cup	Best Sailing School Yacht	Incisor, Cowes Race School
Serendip Trophy	Best Series Produced Yacht	Courrier Du Leon, Géry Trentesaux
	The Serendip Trophy will be presented to the best Cruiser/Racer series produced yacht as decided by the Committee.	
Psipina Trophy	Two-Handed Class	Raging Bee, Louis-Marie Dussere
Haylock Cup	Best British Service Yachts	British Soldier, Army Sailing Association
Stradivarius Trophy	Best Ovseseas Yacht	Courrier Du Leon, Géry Trentesaux
Arambalza Swan Cup	Best Swan	Xara, Jonathan Rolls
Alan Paul Trophy	Consistent high performance	Diablo-J, Nick Martin
	Awarded to the yacht with the highest total fleet overall points (all races to count) plus a bonus: 2.5[R+(R-1) +(R-2) +(R-3) etc+(R-R)] when R=races completed. Class Season's Points winners are excluded.	

1.13.1.3 SPECIAL AWARDS

Trophy	Presented for	2015 Winner
Somerset Memorial Trophy	Yacht of the Year	Azzam, Ian Walker
	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		Courrier Du Leon, Géry Trentesaux
	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		Artemis Ocean Racing
	Best Elapsed time of an IRC yacht in the Cervantes Trophy, Morgan Cup, Cowes Dinard St Malo and Cherbourg races.	
Duncan Munro Kerr Youth Challenge Trophy		Robin Elsey, Artemis Ocean Racing
	For a youth crew member who has completed the most RORC miles in the current season on a yacht which on Season's Points finishes in the top three of her IRC class. The crew member must be between 15 and 25 (inclusive) on 1st January 2016. In the event of equal mileage the younger crew member wins.	
Peter Harrison Youth Trophy		Artemis Ocean Racing
	For yachts racing under IRC with a minimum of 33% (rounded up) of the crew under the age of 25 on the 1st January 2016. Highest points score from any 3 Offshore Races in which the crew were youth as above. Two-Handed yachts are only eligible if both crew members are youth as above.	
Dennis P Miller Memorial Trophy	British Yacht Overseas	Il Riccio, Chris McLaughlin
Seamanship Trophy	Outstanding Act of Seamanship	Not awarded
Freddie Morgan Trophy	Classic Yacht in IRC	Stormy Weather of Cowes, Christopher Spray

The Pera Awards		Noonmark VI, Sir Geoffrey Mulcahy
	Pera Awards may be given to yachts which receive redress for rendering assistance during a race	

1.13.2 RACE PRIZES AND TROPHIES

1.13.2.1 Trophies

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

1.13.2.2 Prizes

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

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

1.13.2.2.1 Low Number of Starters

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

1.14 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, sponsors and their agents, have no responsibility for loss of life or injury to members or others, or for the loss of, or damage to any vessel or property. I have paid particular attention to and agree to be bound by Special Regulation 1.02 and I have read and understand and where appropriate agree to be bound by RORC NoR 1.4 Responsibility. Before racing I will 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 floatation devices 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, World Sailing Offshore Special Regulations and other applicable rules. The boat will be available for inspection. If any alteration likely to affect the handicap or rating is made, e.g. to sails, rig, mast, ballast, trim, engine or propeller, I will notify the Rating Authority and Race Committee immediately. I will ensure that no crew member races contrary to the terms of any ban imposed by World Sailing, a National Authority or the RORC.

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

1.15 INSURANCE

Boats shall be adequately and suitably insured before racing.

spinlock

deckvest 5D

HIGH SPECIFICATION LIFEJACKET HARNESS

// 170N buoyancy
// Offshore lifejacket with deck safety harness
// Very light, comfortable design
// Compact and unobtrusive
// Easily converts to 'manual only' firing
// Soft loop safety line attachment point
// Sprayhood fitted to prevent secondary drowning
// Pylon™ lifejacket light included
// Lume-On™ lifejacket illumination lights included

deckvest LITE

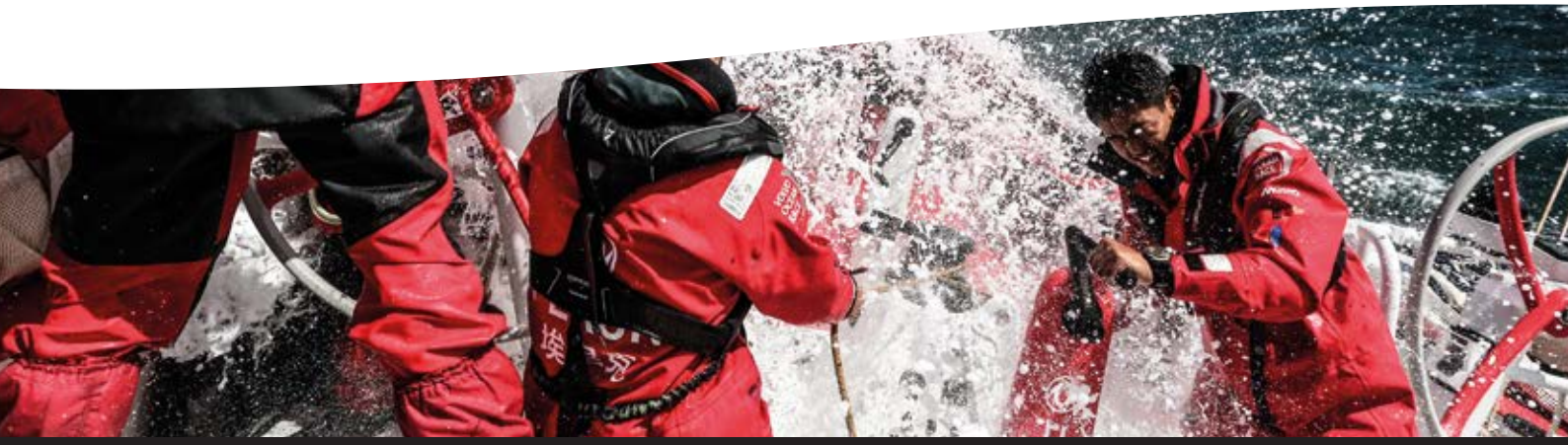
ULTRA LIGHTWEIGHT LIFEJACKET

// 170N buoyancy
// Ultra lightweight, low profile design
// Perfect for inshore sailing, RIBs and powerboating
// Attachment for kill cord or VHF leash
// Easily converts to 'manual only' firing
// Optional Pylon™ light and sprayhood

ais mob1

SLIM, LIGHTWEIGHT, FULLY INTEGRATED UNIT

// Designed to be fully integrated into the lifejacket system
// Will also activate DSC alarm on your vessel
// Integrated strobe light for maximum visibility



www.spinlock.co.uk

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.

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

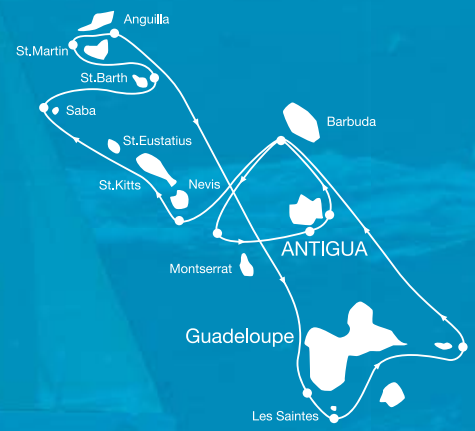
2016
RORC CARIBBEAN 600

Monday 22nd February 2016

A 600 mile, Category 3, offshore race around the Caribbean Leeward Islands starting and finishing in Antigua. Classes include IRC, Superyacht, Spirit of Tradition, Class40 and Multihull.

"A tough race but thoroughly enjoyable. Racing around the Caribbean in a TP52 is like attaching a 500 HP outboard to a surf board. Everything and everybody gets a full soaking, even down below there is no respite from the drenching, but this is a great crew with a fantastic spirit and we have all enjoyed the race immensely."

Campbell Field, *Sorcha*, **2015**



Royal Ocean Racing Club

Telephone: +44 (0) 207 518 3131
Racing Email: racing@rorc.org
www.rorc.org
www.caribbean600.rorc.org

Antigua Yacht Club
yachtclub@candw.ag

RORC Easter Challenge

2.1 ORGANISING AUTHORITY

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

2.2 REGATTA DATE

Friday 25th March – Sunday 27th March 2016

2.2.1 PROGRAMME

Up to 9 races are scheduled.

Date	Time	Event	HW(Portsmouth)
Friday 25th March	1055	Practice Starts	
	1255	First Warning Signal	1238 4.5m
Saturday 26th March	0955	First Warning Signal	1311 4.5m
Sunday 27th March	0955	First Warning Signal	1440 4.4m

2.2.2 COACHING

Coaching support will be provided with post-race debriefing and on-the-water advice during racing. This changes RRS 41 – Outside Help.

2.3 CLASSES

IRC. With the permission of the IRC Rating Authority, IRC Rule 8.2 is modified to include GBR or FRA boats holding Single Event Ratings. The class bands used in this regatta may differ from the season's offshore class bands.

Fast 40+. Class Rules.

2.3.1 BUNK CUSHIONS

As allowed under IRC Rule 22.1.2 boats competing in the RORC Easter Challenge will not be required to carry their bunk cushions.

2.3.2 SAIL CHANGES

IRC Rule 21.5 (d) is amended to "The sails on board do not need to be the same on consecutive days as long as the measurement of any individual sail is the same or less than the measurement prescribed on the boat's IRC Certificate. No change in rating will be allowed."

2.3.3 MAINSAILS

IRC Rule 21.5 (e) is amended to "an alternative mainsail may be used as long as the rated area of the alternative mainsail is the same or less than the mainsail prescribed on the boats IRC Certificate. No change in rating will be allowed."

2.4 ENTRY

Entry opens on Monday 11th January 2016.

2.5 CLOSING DATE/RATING DEADLINE

Closing Date and Rating Deadline: Thursday 17th March 2016

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 4 with RORC Prescriptions plus VHF Radio.

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

2.11 COURSE(S)

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

2.13 SCORING

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

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

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

2.14.2 PRIZES

RORC Easter Challenge Prizes for all classes by race.

2.15 PRIZEGIVING

The Prizegiving will be held at 1600 on Sunday 27th March 2016 at the RORC Cowes Clubhouse, The Parade, Cowes.

NOTICES TO COMPETITORS

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

Coaching

Only the boats which have registered their interest will be targeted for specific observation and video work. There will be a coaching debrief of the day's racing in the RORC Cowes Clubhouse ASAP after racing on both Friday and Saturday. To register your interest and get further information email the RORC - racing@rorc.org, subject: RORC Easter Challenge Coaching.

Social

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

Telephone : +44 1983 293581

Email : cowes@rorc.org

Cervantes Trophy Race

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Saturday 30th April 2016. **First Warning Signal:** 0950 from the RYS Cowes, to the East. **HW:** Portsmouth 0407 4.2m

2.3 CLASSES

IRC, IRC Two–Handed, Class40, Multihull.

2.4 ENTRY

Entry opens on Monday 11th January 2016.

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 14th April 2016
Rating Deadline: Thursday 21st April 2016

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

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

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

2.11 COURSE

Cowes - Le Havre via marks. Approximately 95 – 150 miles.

2.13 SCORING

Points Factor: 1.00. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

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

2.14.2 PRIZES

IRC Canting Keel, IRC Zero, Class40, Multihull; RORC Medallions.

2.15 PRIZEGIVING

Sunday 1st May 2016 at 1200 (local time) at the Société des Régates du Havre. RORC medallions will be presented on Thursday 19th May, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

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

Race Office

Finish: RORC Representative: c/o Société des Régates du Havre, Port de Yachts, Quai Eric Tabarly, 76600 Le Havre.

Telephone: +33 2 35 42 41 21

RORC Cowes Clubhouse

The Cowes Clubhouse may take dinner reservations for the evening of the Friday 29th April 2016 and breakfast orders for the morning of the start on Saturday 30th April 2016 by prior arrangement. Please contact the Cowes Clubhouse directly for further information.

Telephone : +44 1983 293581

Email : cowes@rorc.org

North Sea Race

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Friday 6th May 2016. **First Warning Signal:** 1020, near the entrance of Harwich Harbour. **HW:** Harwich 1210 4.2m

2.3 CLASSES

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

2.4 ENTRY

Entry opens on Monday 11th January 2016. Even if a boat is entered into the Vuurschepenrace (North Sea Regatta) it must enter the North Sea Race through RORC's online entry system REMUS. See NoR 1.8.

2.4.1 ENTRY DISPENSATION FOR BOATS COMPETING IN THE VUURSCHEPENRACE

Boats entered into the North Sea Race are not required to lodge a World Sailing Offshore Special Regulations checklist if they have competed in the Vuurschepenrace and have been inspected. Boats are also exempt from the requirement to lodge a crewlist with the RORC if the crew for the North Sea Race remains the same as for the Vuurschepenrace.

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 21st April 2016
Rating Deadline: Thursday 28th April 2016

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

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

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

2.11 COURSE

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

2.13 SCORING

Points Factor: 1.2. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 IRC TROPHIES

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

2.14.2 ORC TROPHIES

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

Trophy
Cruising Yacht Club of Australia Trophy
Maas Challenge Cup
Zwerver Cup
Lora Challenge Cup
Veerhaven Trophy

2.14.3 RORC PRIZES

IRC Canting Keel, Class40, Multihull; RORC Medallions.

2.15 PRIZEGIVING

Sunday 8th May 2016, 1600 (local time) at the "Visafslag" (fish auction) in Scheveningen. RORC medallions will be presented on Thursday 19th May, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

2.16 TRACKING

It will be mandatory for boats to carry an Offshore Tracker unit for the North Sea Race. The units are standalone and will be provided by the RORC. The entry fee includes tracking.

NOTICES TO COMPETITORS

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

Race Office

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

Telephone: +44 1473 780 319

Finish: RORC Representative: c/o Yacht Club Scheveningen, Hellingweg136, 2583 DX, Scheveningen, The Netherlands.

Telephone: +31 651134452

North Sea Regatta 2016: IRC and ORC Regatta

- 3rd May: Vuurschepen Race, Scheveningen – Harwich
- 6th May: North Sea Race (RORC), Harwich – Scheveningen
- 13th – 16th May: Inshore Races Scheveningen

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

For further information about the North Sea Regatta contact: Foundation North Sea Regatta 2016, Hellingweg136, 2583 DX, Scheveningen, The Netherlands

Telephone: +31 (70) 322 71 79

Email: info@nsr.nl

Website: www.nsr.nl

De Guingand Bowl Race

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Saturday 14th May 2016. **First Warning Signal:** 0950 from the RYS Cowes, to the East. **HW:** Portsmouth 0607 3.9m

2.3 CLASSES

IRC, IRC Two–Handed, Class40, Multihull.

2.4 ENTRY

Entry opens on Monday 11th January 2016.

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 28th April 2016
Rating Deadline: Thursday 5th May 2016

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

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

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

2.11 COURSE

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

2.13 SCORING

Points Factor: 1.00. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

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

2.14.2 RORC PRIZES

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

2.15 PRIZEGIVING

Trophies and RORC Medallions will be presented on Thursday 19th May, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

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

Race Office

The Race Office will be the RORC Cowes Race Office.

Myth of Malham Race

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Saturday 28th May 2016. **First Warning Signal:** 0950, RYS Cowes, to the West. **HW:** Portsmouth 1658 4.2m

2.3 CLASSES

IRC, IRC Two–Handed, Class40, Multihull.

2.4 ENTRY

Entry opens on Monday 11th January 2016.

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 12th May 2016
Rating Deadline: Thursday 19th May 2016

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

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

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

2.11 COURSE

Solent-Eddystone Lighthouse then return to Solent Approximately up to 256 miles.

2.13 SCORING

Points Factor: 1.20. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

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

2.14.2 RORC PRIZES

IRC Canting Keel, IRC Zero, Class40, Multihull; RORC Medallions.

2.15 PRIZEGIVING

Trophies and RORC Medallions will be presented on Thursday 14th July 2016, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

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

RORC Cowes Clubhouse

The Cowes Clubhouse may take dinner reservations for the evening of the Friday 27th May 2016, and breakfast orders for the morning of the start on Saturday 28th May 2016 by prior arrangement. Please contact the Cowes Clubhouse directly for further information.

Telephone : +44 1983 293581

Email : cowes@rorc.org

East Coast Race

For information only. See event Notice of Race.

ORGANISING AUTHORITY

East Anglian Offshore Racing Association in association with the Royal Burnham Yacht Club and the Royal Ocean Racing Club.

RACE DATE

Start: Friday 28th May, 1700

COURSE

Burnham on Crouch to Ostend. Approximately 120 miles.

RORC SEASON'S POINTS CHAMPIONSHIP

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

WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 3 plus Category 2 liferaft.

WEBSITE

www.eaora.org.uk

www.rbyc.org.uk

Morgan Cup 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 10th June 2016. **First Warning Signal:** 1850 from the RYS Cowes, to the East. **HW:** Portsmouth 1722 4.3m

2.3 CLASSES

IRC, IRC Two–Handed, Class40, Multihull.

2.4 ENTRY

Entry opens on Monday 11th January 2016.

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 26th May 2016
Rating Deadline: Thursday 2nd June 2016

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

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

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

2.11 COURSE

Cowes, Dieppe. Approximately 130-150 miles.

2.13 SCORING

Points Factor: 1.00. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

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

2.14.2 RORC PRIZES

IRC Canting Keel, IRC Zero, Class40, Multihull; RORC Medallions.

2.15 PRIZEGIVING

The Morgan Cup trophies will be presented at the Royal Thames Yacht Club prizegiving dinner on Tuesday 11th November 2014. RORC Medallions will be presented on Thursday 14th July 2016, 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

Finish: Dieppe

Volvo Round Ireland Race

For information only. See event Notice of Race.

ORGANISING AUTHORITY

Organised by Wicklow Sailing Club in association with the Royal Ocean Racing Club and the Royal Irish Yacht Club.

RACE DATE

Start: Saturday 18th June 2016, Wicklow. 1300 hrs

CLASSES

IRC, MOCRA.

WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 2 with RORC Prescriptions.

COURSE

Leave 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 1.4. See NoR 1.1 & 1.12.

WEBSITE

www.roundireland.ie.

CONTACT DETAILS

Theo Phelan

5 Wentworth Place, Wicklow Town, Co. Wicklow, Ireland

Telephone: +353 (0) 404 68153

Mobile: +353 (0) 872 772 138

Email: info@roundireland.ie

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

Volvo Round Ireland Yacht Race 2016

Round Ireland

WICKLOW SAILING CLUB

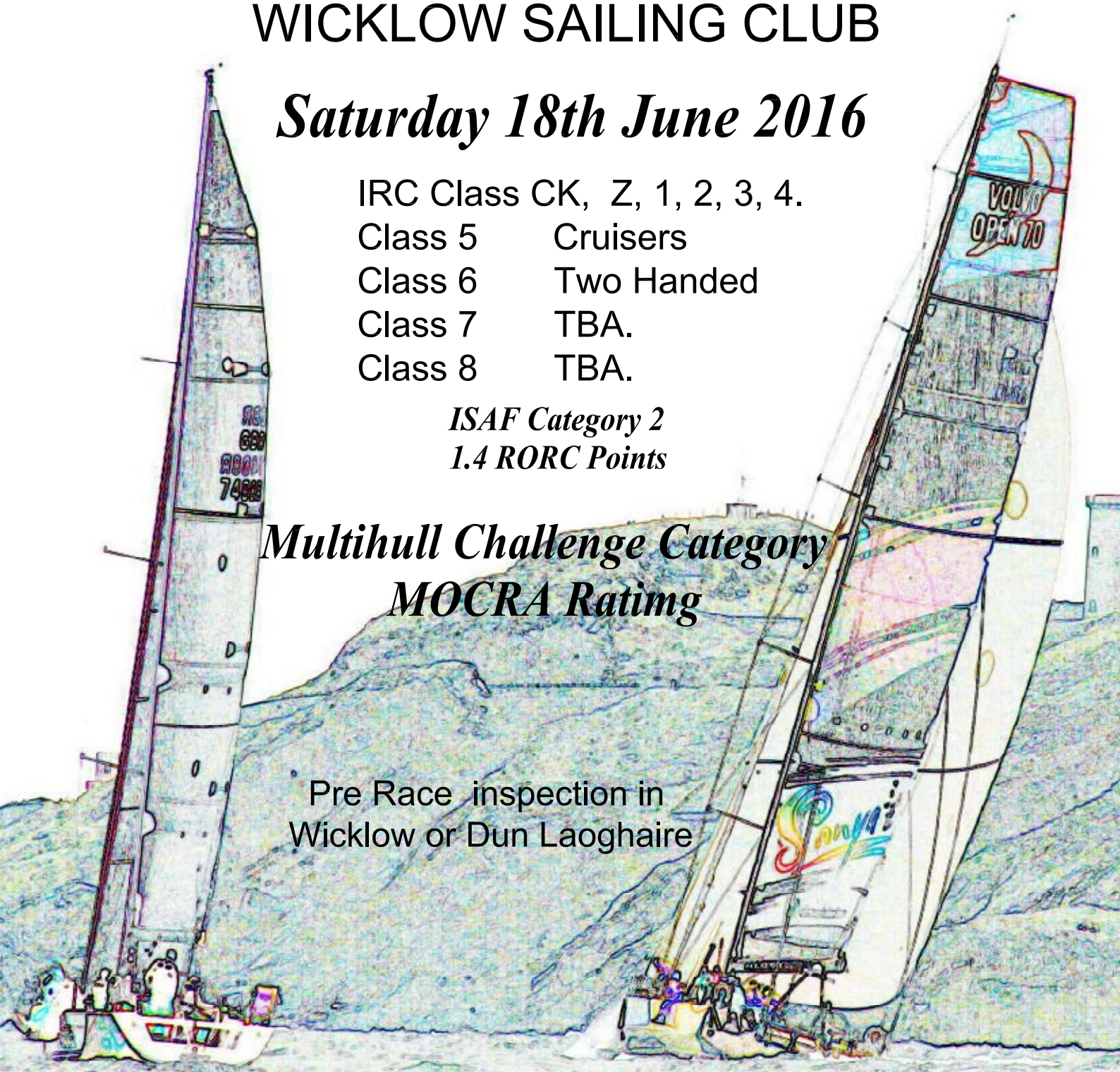
Saturday 18th June 2016

IRC Class CK, Z, 1, 2, 3, 4.

Class 5	Cruisers
Class 6	Two Handed
Class 7	TBA.
Class 8	TBA.

ISAF Category 2
1.4 RORC Points

Multihull Challenge Category
MOCRA Ratimg



Pre Race inspection in
Wicklow or Dun Laoghaire

In Association with RORC & RIYC

Further information from
info@roundireland.ie
www.roundireland.ie

RORC

Royal Irish Yacht Club

IRC National Championship

2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club.

2.2 REGATTA DATE

Friday 24th June – Sunday 26th June 2016

2.2.1 PROGRAMME

Up to 9 races are scheduled.

Date	Time	Event	HW(Portsmouth)
Friday 24th June	1025	First Warning Signal	1502 4.5m
Saturday 25th June	1025	First Warning Signal	1550 4.5m
Sunday 26th June	1025	First Warning Signal	1643 4.4m

2.3 CLASSES

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

Fast 40+ Class. Racing under Endorsed IRC and Class Rules.

2.4 ENTRY

Entry opens on Monday 11th January 2016.

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 9th June 2016

Rating Deadline: Thursday 16th June 2016

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 4 with RORC Prescriptions plus VHF Radio, the primary purpose of which is for communication with the Race Committee.

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

2.11 COURSE(S)

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

2.12 BERTHING

Boats wishing to berth in Cowes should make their own arrangements. Please note berthing is not included in the race entry fee. Cowes Yacht Haven - Tel. +44 1983 299 975

2.13 SCORING

Inshore Regatta: A Maximum of nine races are scheduled of which three races are required to be completed to constitute a series. Scoring will be in accordance with Appendix A of the Racing Rules of Sailing.

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

2.14.1 TROPHIES

Trophy	Awarded for
RORC IRC National Championship Trophy	1st Overall
Jackdaw Trophy	2nd Overall

2.14.2 PRIZES

Prizes for all classes by race.

2.15 PRIZEGIVING

The Prizegiving will be held at 1600 on Sunday 26th June 2016 at the RORC Cowes Clubhouse.

NOTICES TO COMPETITORS

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

Social

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

Telephone : +44 1983 293581

Email : cowes@rorc.org

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

Cowes Dinard St Malo Race

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Friday 8th July 2016. **First Warning Signal:** 1050, RYS Cowes, to the West. **HW:** Portsmouth 1518 4.6m

2.3 CLASSES

IRC, IRC Two–Handed, Class40, Multihull.

2.4 ENTRY

Entry opens on Monday 11th January 2016.

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

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 23rd June 2016

Rating Deadline: Thursday 30th June 2016

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

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

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

2.11 COURSE(S)

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

2.13 SCORING

Points Factor: 1.00. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

Trophy	Awarded for
King Edward VII Cup	BCT IRC
Derek Boyer Trophy	2nd BCT IRC
Lloyds of London Salver	IRC Zero
Noryema Trophy	IRC One
Yeoman Bowl	IRC Two
Yacht Club de Dinard Trophy	IRC Three
IR Trophy	IRC Four
Slingshot Trophy	Two-Handed Class
Sandison Memorial Salver	First monohull Yacht Home
John west Trophy*	Club Challenge for two yacht teams scored in IRC Overall
Newcome Hoare Trophy*	Best IRC yacht on corrected time with 25% of the crew under 25
Roulette Trophy	Best Contessa 32 belonging to the Class Association
Spica Trophy*	Best IRC 4 boat, 38ft and under, with a crew made up of at least 3 family and friends
Yacht Club de France Shield	BCT in Largest Class
The Dinard Trophy	1st Multihull Home
Yachts and Yachting Cauldron	BCT MOCRA Rating Rule

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

2.14.2 PRIZES

IRC Canting Keel, Class40; RORC Medallions.

2.15 PRIZEGIVING

Saturday 12th July 2016 at 1700 (local time) at the Société Nautique de la Baie de St. Malo. RORC medallions will be presented on Thursday 14th July 2016, 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

Finish: RORC representative, Société Nautique de la Baie de St. Malo, Quai de Bajoyer 5, 35400 St. Malo.

Telephone: + 33 2 9920 2295

Monohull Course Record: 2015 Leopard in 11 hours 57 minutes and 53 seconds.

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

BREWIN DOLPHIN COMMODORES' CUP 2016

Cowes, Isle of Wight

Saturday 23rd – 30th July 2016

Organised by the Royal Ocean Racing Club
with the support of the Royal Yacht Squadron
www.commodorescup.rorc.org

"The intensity of an event of this duration, with so many races and such a variety of races without a discard - it is full on, just what you want to sail. It is the highlight of our programme every two years."

Anthony O'Leary
Antix, Team Ireland

Royal Ocean Racing Club

Telephone: +44 (0) 207 518 3131
Racing Email: racing@rorc.org
www.rorc.org
www.commodorescup.rorc.org

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 30th July 2016. **First Warning Signal:** 0950, RYS Cowes, to the West. **HW:** Portsmouth 0858 4.2m

2.3 CLASSES

IRC, IRC Two–Handed, Class40, Multihull.

2.4 ENTRY

Entry opens on Monday 11th January 2016.

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 14th July 2016
Rating Deadline: Thursday 21st July 2016

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

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

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

2.11 COURSE

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

2.13 SCORING

Points Factor: 1.00. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

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

2.14.2 RORC PRIZES

IRC Canting Keel, IRC Zero, Class40, Multihull; RORC Medallions.

2.15 PRIZEGIVING

Trophies and RORC Medallions will be presented on Thursday 8th September, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

Photo: Mark Lloyd

Île d'Ouessant Race

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Sunday 14th August 2016. **First Warning Signal:** 1150, RYS Cowes. **HW:** 0834 3.8m

2.3 CLASSES

IRC, IRC Two Handed, Multihull, recognised One Design/Open Classess (e.g. IMOCA 60, Class40, Volvo 65)

2.4 ENTRY

Registration opens on Monday 11th January 2016 1200 hrs UTC.

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 28th July 2016
Rating Deadline: Thursday 4th August 2016

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 2 with RORC Prescriptions. See NoR

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

2.8 EXPERIENCE QUALIFICATION

Every crew member must have experience of sailing a boat offshore and be prepared to encounter heavy weather. A minimum of 50% of the crew (but not less than two) including the person in charge must have completed at least one RORC offshore race within 12 months of the start of the Ile d'Ouessant Race.

When it is not reasonably possible to access RORC races, or in exceptional circumstances, an alternative method for qualification may be agreed by the RORC.

2.9 TRAINING

2.9.1 OFFSHORE CREW TRAINING

At least 30% of the boat's crew (but not less than two), including the Person in Charge, must have completed training to Section 6 of the World Sailing Offshore Special Regulations and gained a certificate from a World Sailing approved Offshore Personal Survival Training Course. Training must have taken place within the five years before the start of the race.

2.9.2 FIRST AID TRAINING

At least one member of the boat's crew shall hold an in-date certificate of a First Aid Training Course. The course shall comply with OSR 6.05.2 and have been completed within five years of the start of the race. The qualifications of Doctors, Paramedics or similarly trained medical professionals will be accepted, provided they are familiar with the topics in OSR Appendix N.

2.11 COURSE

Cowes – Wolf Rock - Ile d'Ouessant – St Malo. Approximately 400 miles

2.13 SCORING

Points Factor: 1.3. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

Trophies and prizes will be awarded for all classes.

2.15 PRIZEGIVING

In St Malo as soon as possible after the race. RORC Medallions will be presented on Thursday 8th September, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

2.16 TRACKING

It will be mandatory for boats to carry an Offshore Tracker unit for the Ile d'Ouessant Race. The units are standalone and will be provided by the RORC. The entry fee includes tracking.

Cherbourg Race

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Friday 2nd September 2016. **First Warning Signal:** 1850, RYS Cowes, to the East. **HW:** Portsmouth 1254 4.7m

2.3 CLASSES

IRC, IRC Two–Handed, Class40, Multihull.

2.4 ENTRY

Entry opens on Monday 11th January 2016.

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 18th August 2016
Rating Deadline: Thursday 25th August 2016

2.6 WORLD SAILING OFFSHORE SPECIAL REGULATIONS

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

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices.

2.11 COURSE

Cowes to Cherbourg. Approximately 75 miles.

2.13 SCORING

Points Factor: 1.00. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

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

2.14.2 RORC PRIZES

IRC Canting Keel, IRC Zero, Class40, Multihull; RORC Medallions.

2.15 PRIZEGIVING

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

NOTICES TO COMPETITORS

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

Race Office

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

Rolex Middle Sea Race

For information only. See event Notice of Race.

Organised by the Royal Malta Yacht Club

RACE DATE

Start: Saturday22nd October 2016. **First Warning Signal:** 1050 Grand Harbour, Malta.

CLASSES

IRC and ORC.

WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Category 2.

COURSE

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

ENTRY

Please enter through the Royal Malta Yacht Club

Tel: +356 21 33 31 09

Email: info@rmyc.org

WEBSITE

www.rolexmiddlesearace.com

Photo: Rolex/Carlo Borlenghi

RORC TRANSATLANTIC RACE

26th November 2016

From: Lanzarote
Puerto Calero Marina

To: Grenada
Camper & Nicholsons
Port Louis Marina

Organised by the
Royal Ocean Racing Club
in association with the
International Maxi Association

www.rorctransatlantic.rorc.org

World Sailing

Special Regs.

APPENDIX 1 WORLD SAILING OFFSHORE SPECIAL REGULATIONS AND RORC PRESCRIPTIONS

January 2016 – December 2017

Version 1.0 – 2016

Official interpretations shall take precedence over these Special Regulations and will be indexed, numbered, dated and displayed on the World Sailing 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.

RED TYPE indicates significant changes in 2016

RORC Prescriptions are blue and underlined.

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

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

SECTION 1 - FUNDAMENTAL AND DEFINITIONS

	1.01	**Purpose and Use**
	1.01.1	The purpose of the Offshore Special Regulations (OSR) is to establish uniform minimum equipment, accommodation and training standards for monohull and multihull (excluding proa) boats racing offshore.
**	1.01.2	The OSR do not replace, but rather supplement, the requirements of governmental authority, Classification Society certification, the Racing Rules of Sailing (RRS), Equipment Rules of Sailing(ERS), class rules and Rating Systems.
**	1.01.3	Use of the OSR does not guarantee total safety of the boat and her crew. Particular attention is drawn to the description of OSRs for inshore racing which includes that adequate shelter and or effective rescue is available all along the course. This is not included in more onerous OSR categories.
	1.02	**Responsibility of Person in Charge**
**	1.02.1	Under RRS 4 the responsibility for a boat's decision to participate in a race or continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his responsibilities in the event of his incapacitation.
**	1.02.2	Neither the establishment of the OSR, nor their use by Organizing Authorities, nor the inspection of a boat under the OSR in any way limits or reduces the complete and unlimited responsibility of the Person in Charge.
	1.03	**Definitions, Abbreviations, Word Usage**
**	1.03.1	Definitions of Terms used in this document

TABLE 1

#	Pound force (lbf)
ABS	American Bureau of Shipping
Age Date	Month/year of first launch
AIS	Automatic Identification Systems
CEN	Comité Européen de Normalisation
Coaming	Includes the transverse after limit of the cockpit over which water would run in the event that when the boat is floating level the cockpit is flooded or filled to overflowing.
COLREGS	International Regulations for Preventing Collisions at Sea
Contained Cockpit	A cockpit where the combined area open aft to the sea is less than 50% maximum cockpit depth x maximum cockpit width
CPR	Cardio-Pulmonary Resuscitation
Crewmember	Every person on board
DSC	Digital Selective Calling
EN	European Norm
EPIRB	Emergency Position-Indicating Radio Beacon
ERS	ISAF - Equipment Rules of Sailing
FA Station	The transverse station at which the upper corner of the transom meets the sheerline.
First Launch	Month & year of first launch of the individual boat
Foul-Weather Suit	Clothing designed to keep the wearer dry and may consist of one piece or several
GMDSS	Global Maritime Distress & Safety System
GNSS	Global Navigation Satellite System
GPIRB	EPIRB, with integral GPS position-fixing

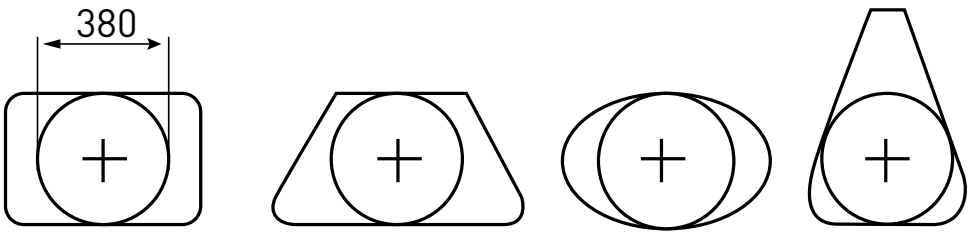
	GPS	Global Positioning System
	Hatch	The term hatch includes the entire hatch assembly including the lid or cover as part of that assembly
	HMPE	High Modulus Polyethylene (Dyneema®/Spectra® or equivalent)
	IMO	International Maritime Organisation
	IMSO	The International Mobile Satellite Organisation, the independent, intergovernmental organisation that oversees Inmarsat's performance of its Public Service Obligations for the GMDSS and reports on these to IMO
	INMARSAT	Inmarsat Global Limited is the private company that provides GMDSS satellite distress and safety communications, plus general communications via voice, fax and data
	ISAF	International Sailing Federation- (now World Sailing)
	ISO	International Standard Organization or International Organization for Standardization.
	ITU	International Telecommunications Union
	Jackstay	A securely fastened webbing or rope which permits a crewmember to move from one part of the boat to another without having to unclip a safety harness tether.
	Lifeline	Rope or wire line rigged as guardrail / guardline around the deck
	LH	Hull Length as defined by the ERS
	LSA	IMO International Life-Saving Appliance Code
	LWL	(Length of) loaded waterline
	Monohull	A boat with one hull
	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.
	Multihull	A boat with more than one hull
	Open Cockpit	A cockpit that is not a Contained Cockpit.
	ORC	Offshore Racing Congress (formerly Offshore Racing Council)
	OSR	Offshore Special Regulation(s)
	Permanently Installed	Means the item is effectively built-in by e.g. bolting, welding, glassing etc. and may not be removed for or during racing.
	PLB	Personal Locator Beacon
	Primary Launch	Month & Year of first launch of the first boat of the production series or first launch of a non-series boat
**	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**
		Organising Authorities shall select from one of the following categories and may modify the OSR to suit local conditions.
MoMu,0	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°C (41°F) other than temporarily, where boats must be completely self-sufficient for very extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.
MoMu,1	2.01.2	Category 1 Races of long distance and well offshore, where boats must be completely self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.
MoMu,2	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 boats.
MoMu,3	2.01.4	Category 3 Races across open water, most of which is relatively protected or close to shorelines.
MoMu,4	2.01.5	Category 4 Short races, close to shore in relatively warm or protected waters normally held in daylight.
	2.01.6	Special Regulations - for Inshore Racing Short races, close to shore in relatively warm and protected waters where adequate shelter and/or effective rescue is available all along the course, held in daylight only (refer to Appendix B).
	2.01.7	Special Regulations - for Inshore Dinghy Racing Short races in boats that may not be self-sufficient, with rescue boats available all along the course, held in daylight only (refer to Appendix C).
**	**2.02**	**Inspection** A boat may be inspected at any time. If she fails to comply with the OSR her entry may be rejected or she will be subject to protest.
	2.03	**General Requirements**
**	2.03.1	All equipment required by OSR shall:
**		a) function properly
**		b) be regularly checked, cleaned and serviced
**		c) when not in use be stowed in conditions in which deterioration is minimised
**		d) be readily accessible
**		e) be of a type, size and capacity suitable and adequate for the intended use and size of the boat.
**	2.03.2	Heavy items shall be permanently installed or securely fastened

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

			A boat shall be/have:
	3.01		**Strength of Build and Rig**
**	3.01.1		Properly rigged, fully seaworthy and shall meet the OSR
**	3.01.2		Equipped with shrouds and at least one forestay that shall remain connected to the mast and the boat while racing
	3.02		**Watertight Integrity of a Boat**
**	3.02.1		Essentially watertight and all openings shall be capable of being immediately secured. Centreboard, daggerboard trunks and the like shall not open into the interior of a hull except via a watertight maintenance hatch with the opening entirely above the Waterline
MoMu0,1,2	**3.03**		**Hull Construction Standards (Scantlings)**
Mo0,1,2	3.03.1		If a monohull with a Primary Launch after 2009
Mo0,1,2		a)	less than 24 m (78'-9") LH shall: i) be designed, built and maintained in accordance with the requirements of ISO 12215 Category A ii) have a World Sailing / ISAF building plan review certificate issued from a notified body recognized by World Sailing
Mo0,1,2		b)	24 m (78'-9") LH and greater shall: (i) be designed, built and maintained in accordance with the requirements of a Classification Society recognized by World Sailing (ii) have a World Sailing / ISAF building plan review certificate issued from a Classification Society recognized by World Sailing
Mo0,1,2		c)	have a Builder's Declaration signed and dated by the builder to confirm the boat is built in accordance with the reviewed plans. In cases when a builder no longer exists, a race organizer or class rules may accept a signed statement by a naval architect or other person familiar with the requirements of above in lieu of the Builder's Declaration, and
Mo0,1,2		d)	have an additional World Sailing/ISAF certificate of building plan review in accordance with a) or b) and c) above for any significant repair of modification to the hull, deck, coachroof, keel or appendages.
MoMu0,1,2	3.03.2		A multihull and a monohull with Primary Launch between 1987 and 2010 shall have been designed, built, maintained, modified or repaired in accordance with the requirements of:
Mo0,1,2		a)	OSR 3.03.1, or
Mo0,1,2		b)	the ABS Guide for Building and Classing Offshore Yachts and have on board either an ABS certificate of plan approval, or written statements signed by the designer and builder confirming that they have respectively designed and built the boat in accordance with the ABS Guide, or
MoMu0,1,2		c)	the EC Recreational Craft Directive for Category A having obtained the CE mark, or
MoMu0,1,2		d)	ISO 12215 Category A, with written statements signed by the designer and builder confirming that they have respectively designed and built the boat in accordance with the ISO standard, and
MoMu0,1,2		e)	have written statements or approvals in accordance with a), or b) or c) and d) above for all significant repairs or modifications to the hull, deck, coach roof, keel or appendages, on board, except
MoMu0,1,2		f)	that a race organizer or class rules may accept, when that described in (a), (b), (c), (d) or (e) above is not available, the signed statement by a naval architect or other person familiar with the standards listed above that the boat fulfils these requirements
Mo0,1,2,3,4	**3.04**		**Stability - Monohulls**
Mo0,1,2	3.04.1		Able to demonstrate compliance with ISO 12217-2* design category A or higher, either by EC Recreational Craft Directive certification having obtained the CE mark or the designer's declaration
Mo3			Able to demonstrate compliance with ISO 12217-2* design category B or higher, either by EC Recreational Craft Directive certification having obtained the CE mark or the designer's declaration * The latest effective version of ISO 12217-2 should be used unless the boat was already designed to a previous version.

Mo0,1,2,3	3.04.2		Where compliance in accordance with 3.04.1 cannot be demonstrated, able to demonstrate either:
Mo0,1,2		a)	i) a STIX value not less than 32; and
Mo0,1,2			ii) AVS not less than 130 - 0.002*m, but always →= 100°, (where "m" is the mass of the boat in the minimum operating condition as defined by ISO 12217-2); and
Mo0,1,2			iii) a minimum righting energy m*AGZ→172000 (where AGZ is the positive area under the righting lever curve in the minimum operating condition, expressed in kg metre degrees from upright to AVS); or
Mo3			i) a minimum STIX value of 23; and
Mo3			ii) AVS not less than 130 - 0.005*m, but always →= 95°, (where "m" is the mass of the boat in the minimum operating condition as defined by ISO 12217-2); and
Mo3			iii) a minimum righting energy not less than m*AGZ→57000 (where AGZ is the positive area under the righting lever curve in the minimum operating condition, expressed in kg metre degrees from upright to AVS); or
Extract Mo0		b)	Stability Index in ORC Rating System of not less than 120; or
Extract Mo1		b)	Stability Index in ORC Rating System of not less than 115; or
Extract Mo2		b)	Stability Index in ORC Rating System of not less than 110; or
Extract Mo3		b)	Stability Index in ORC Rating System of not less than 103; or
Extract Mo0,1		c)	IRC SSS Base value of not less than 35
Extract Mo2		c)	IRC SSS Base value of not less than 28
Extract Mo3		c)	IRC SSS Base value of not less than 15
Mo0	3.04.3		Capable of self-righting from an inverted position with or without reasonable intervention from the crew and independent of the condition of the rig
Mu0,1,2,3,4	**3.05**		**Stability and Flotation - Multihulls**
Mu0,1,2,3,4	3.05.1		Watertight bulkheads and compartments (which may include permanently installed flotation material) in each hull, to ensure that the boat is effectively unsinkable and capable of floating in a stable position with at least half the length of one hull flooded (see OSR 3.13.2)
Mu0,1,2,3,4	3.05.2		Transverse watertight bulkheads at intervals of not more than 4 m (13'-3") in every hull without accommodation if with a First Launch after 1998
Mu0,1,2,3,4	3.05.3		Designed and built to resist capsize
Mo0,1,2,3,4	**3.06**		**Exits - Monohulls**
Mo0,1,2,3,4	3.06.1		At least two exits if 8.5 m (28') LH and greater and with a Primary Launch after 1994. One exit shall be located forward of the foremost mast except where structural features prevent its installation
Mo0,1,2,3,4	3.06.2		The following minimum clear hatch openings if First Launch after 2013:
Mo0,1,2,3,4		a)	a circular hatch with diameter 450 mm (18"); or
Mo0,1,2,3,4		b)	any other shape with minimum dimension of 380 mm (15") and minimum area of 0.18 m² (1.9 ft²) (see figure 1)
Mo0,1,2,3,4			
			Figure 1 - Measurements of Minimum Clear Opening
Mu0,1,2,3,4	**3.07**		**Exits and Escape Hatches - Multihulls**
	3.07.1		Exits
Mu0,1,2,3			At least two exits in each hull which contains accommodations
Mu4			At least two exits in each hull which contains accommodations if 8 m (26'-3") LH and greater
	3.07.2		Escape Hatches, Underside Clipping Points & Handholds
Mu0,1,2,3,4		a)	If 12 m (39'-4") LH and greater each hull which contains accommodation:
Mu0,1,2,3,4			i) an escape hatch for access to and from the hull in the event of an inversion;

Mu0,1,2,3,4			ii) a minimum clearance diameter through each escape hatch of 450 mm (18") or when an escape hatch is not circular, sufficient clearance to allow a crewmember to pass through fully clothed on boats if First Launch after 2002
Mu0,1,2,3,4			iii) each escape hatch above the waterline when the boat is inverted;
Mu0,1,2,3,4			iv) each escape hatch at or near the midships station if First Launch after 2000
Mu0,1,2,3,4			v) each escape hatch on the side nearest the vessel's central axis for a catamaran if First Launch after 2002
Mu0,1,2,3,4		b)	if a trimaran at least two escape hatches in compliance with the dimensions in OSR 3.07.2 a) ii if 12 m (39'-4") LH and greater if First Launch after 2002
Mu0,1,2,3,4		c)	each escape hatch shall have been opened both from inside and outside within 6 months prior to the race
Mu0,1,2,3,4		d)	appropriate handholds/clipping points on the underside sufficient for all crew (on a trimaran these shall be around the central hull)
Mu0,1,2,3,4		e)	a catamaran with a central nacelle first launched after 2002 shall have on the underside around the central nacelle, handholds of sufficient capacity to enable all persons on board to hold on and/or clip on securely
Mu2,3,4	3.07.3		This is replaced by a RORC Prescription: A multihull of less than 12m (39.4ft) LOA shall comply with 3.07.2.
	3.08		**Hatches & Companionways**
**	3.08.1		Hatch covers forward of the maximum beam station shall not open toward the interior of the boat, except hatches in the side of a coachroof or ports having an area of less than 0.071 m^2 (110 in^2)
**	3.08.2		Hatches not conforming with 3.08.1 shall be clearly labelled and used in accordance with the following instruction "NOT TO BE OPENED AT SEA"
**	3.08.3		A hatch, including a hatch over a locker shall be:
**		a)	permanently attached and capable of being firmly shut immediately and remaining firmly shut in a 180° capsize
Mo0,1,2,3,4		b)	above the water when the boat is heeled 90°
Mo0,1,2,3,4			A boat may have a maximum of two hatches on each side of centerline that do not conform to the requirement in b), provided that the opening of each is less than 0.071² m (110 in^2)
**	3.08.4		Companionway hatches:
**		a)	fitted with a strong securing arrangement which shall be operable from the exterior and interior even when the boat is inverted
**		b)	blocking devices:
**			i) capable of being retained in position with the hatch open or shut
**			ii) secured to the boat (e.g. by lanyard) for the duration of the race
**			iii) permit exit in the event of inversion
Mo0,1,2,3,4	3.08.5		if a monohull with Open Cockpit(s):
Mo0,1,2,3,4		a)	a companionway sill that does not extend below the local sheerline; or
Mo0,1,2,3,4		b)	a companionway in full compliance with ISO 11812 category A
Mo0,1,2,3,4	3.08.6		if a monohull with Contained Cockpit(s) where the companionway extends below the local sheerline, panels capable of blocking the companionway up to the level of the local sheerline whilst giving access to the interior.
Mu0,1,2,3,4	3.08.7		if a multihull with a companionway hatch extending below the local sheerline either:
Mu0,1,2,3,4		a)	have a minimum sill height of 300 mm (12") and be capable of being blocked off up to the level of the local sheerline whilst giving access to the interior with the blocking device(s) in place; or
Mu0,1,2,3		b)	be in compliance with ISO 11812 to design category A
Mu4			be in compliance with ISO 11812 to design category B
	3.09		**Cockpits**
**	3.09.1		Cockpits that self-drain quickly by gravity at all angles of heel and are permanently incorporated as an integral part of the boat
**	3.09.2		A cockpit sole at least 2% LWL above the waterline (or in IMS boats with First Launch before 2003, at least 2% L above the waterline)
**	3.09.3		A bow, lateral, central or stern well is a cockpit for the purposes of OSR 3.09

**	3.09.7		Cockpit Volume
**			The maximum combined volume below lowest coamings of all contained cockpits shall be:
Extract MoMu0,1		a)	primary launch before April 1992: 6% (LWL x maximum beam x freeboard abreast the cockpit)
Extract MoMu2,3,4			primary launch before April 1992: 9% (LWL x maximum beam x freeboard abreast the cockpit)
**		b)	primary launch after March 1992 as above for the appropriate category except that "lowest coamings" shall not include any aft of the FA station and no extension of a cockpit aft of the working deck shall be included in calculation of cockpit volume
	3.09.8		**Cockpit Drains**
**			Cockpit drain cross section area of unobstructed openings (after allowance for screens if fitted) shall be at least that of:
**		a)	2 x 25 mm (1") diameter or equivalent for a boat less than 8.5 m (28') LH
**		b)	4 x 20 mm (3/4") diameter or equivalent for a boat 8.5 m (28') LH or greater
	3.10		**Sea Cocks or Valves**
**			Permanently installed sea cocks or valves on all through-hull openings below the waterline except for integral deck scuppers and instrument through-hulls
	3.11		**Sheet Winches**
**			Sheet winches mounted in such a way that an operator is not required to be substantially below deck
	3.12		**Mast Step**
**			The heel of a keel stepped mast securely fastened to the mast step or adjoining structure
	3.13		**Watertight Bulkheads**
Mo0Mu0,1,2,3,4	3.13.1		Either a watertight "crash" bulkhead within 15% of LH from the bow and abaft the forward end of LWL, or permanently installed closed-cell foam buoyancy effectively filling the forward 30% LH of the hull
Mo0Mu0,1,2,3,4	3.13.2		Any required watertight bulkhead to be strongly built to take a full head of water pressure without allowing any leakage into the adjacent compartment
Mo0	3.13.3		At least two watertight transverse main bulkheads in addition to any bulkheads positioned within the forward and aft 15% of LH
Mo0	3.13.4		Outside deck access for inspection and pumping shall be provided to every watertight compartment terminated by a hull section bulkhead, except that deck access to extreme end "crash" compartments is not required
Mo0	3.13.5		An access hatch in every required watertight bulkhead (except a "crash" bulkhead). The access hatch shall have means of watertight closure permanently attached to the main panel, or lid, or cover of the hatch. The closure shall not require tools to operate.
	3.14		**Pulpits, Stanchions, Lifelines**
**	3.14.1		The perimeter of the deck surrounded by system of lifelines and pulpits as follows:
**		a)	Continuous lifelines fixed only at (or near) the bow and stern. However a gate on each side of a boat is permitted. Except at its end fittings and at gates, the movement of a lifeline in a fore-and-aft direction shall not be constrained.
			Temporary sleeving shall not modify tension in the lifeline.
**		b)	Minimum heights of lifelines and pulpit rails above the working deck and vertical openings:
**			i) upper: 600 mm (24")
**			ii) intermediate: 230 mm (9")
**			iii) vertical opening: no greater than 380 mm (15") except that on a boat with a Primary Launch before 1993 where it shall be no greater than 560 mm (22")
MoMu3,4			iv) a boat less than 8.5 m (28') LH may use a single lifeline system with a height between 450 mm (18") and 560 mm (22")
**		c)	Lifelines permanently supported at intervals of not more than 2.2 m (7'-21/2") and shall not pass outboard of supporting stanchions
**		d)	Pulpit and stanchion bases permanently installed with pulpits and stanchions mechanically retained in their bases
**		e)	The outside of pulpit and stanchion base tubes no further inboard from the edge of the working deck than 5% of maximum beam or 150 mm (6"),

whichever is greater, nor further outboard than the edge of the working deck

** f) Stanchions straight and vertical except that:

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

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

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

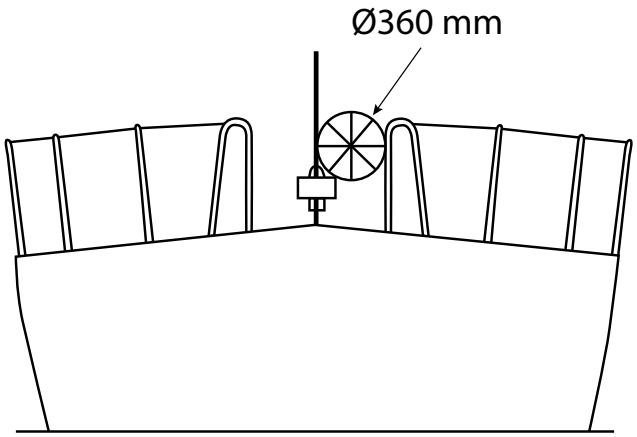


Figure 2 - Diagram Showing Pulpit Opening

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

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

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

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

Mu0,1,2,3,4 3.14.2 Special Requirements for Pulpits, Stanchions, Lifelines on Multihulls

Mu0,1,2,3,4 When on a boat it is impractical to precisely follow OSR regarding pulpits, stanchions, lifelines, the regulations for monohulls shall be followed as closely as possible

3.14.3 Spare number

3.14.4 Spare number

3.14.5 Spare number

3.14.6 Lifeline Specifications

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

** Lifelines of either:

Extract i) stranded stainless steel wire

Mo0.1,2,3

Mo4,Mu** ii) High Modulus Polyethylene (HMPE) (Dyneema®/Spectra® or equivalent) rope

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

** c) Stainless steel lifelines shall be uncoated and used without close-fitting sleeving, however, temporary sleeving may be fitted provided it is regularly removed for inspection.

** d) A lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm (4"). This lanyard shall be replaced annually

** e) All components of the lifeline enclosure system shall have a breaking strength no less than the lifeline

Mo4,Mu** f) When HMPE is used, it shall be protected from chafe and spliced in accordance with the manufacturer's recommended procedures

TABLE 8 - Minimum Diameters

LOA	wire	HMPE rope (Single braid)	HMPE Core (Braid on braid
under 8.5m (28ft) (	3mm (1/8 in)	4mm (5/32 in)	4mm (5/32 in)
8.5m - 13m	4mm (5/32 in)	5mm (3/16 in)	5mm (3/16 in)
over 13m (43 ft)	5mm (3/16 in)	5mm (3/16 in)	5mm (3/16 in)

Mu0,1,2,3,4	**3.15**		**Multihull Nets or Trampolines**
Mu0,1,2,3,4	3.15.1		The word "net" is interchangeable with the word "trampoline"
Mu0.1.2.3.4			A net shall be:-
Mu0,1,2,3,4		a)	essentially horizontal
Mu0,1,2,3,4		b)	made from durable woven webbing, water permeable fabric, or mesh with openings not larger than 5 cm (2") in any dimension. Attachment points shall be planned to avoid chafe. The junction between a net and a boat shall present no risk of foot trapping
Mu0,1,2,3,4		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 boat is inverted.
	3.15.2		Trimarans with Double Crossbeams
			A trimaran with double crossbeams shall have nets on each side covering:-
Mu0,1,2,3,4		a)	the area formed by the crossbeams, central hull and outriggers
Mu0,1,2,3,4		b)	the triangles formed by the aft end of the central pulpit, the mid-point of each forward crossbeam, and the intersection of the crossbeam and the central hull
Mu0,1,2,3,4		c)	the triangles formed by the aftermost part of the cockpit or steering position (whichever is furthest aft), the mid-point of each after crossbeam, and the intersection of the crossbeam and the central hull; except that:-
Mu0,1,2,3,4		d)	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.
	3.15.3		Trimarans with Single Crossbeams
Mu0,1,2,3,4			A trimaran with a single crossbeam shall have nets between the central hull and each outrigger on each side between two straight lines from the intersection of the crossbeam and the outrigger, respectively to the aft end of the pulpit on the central hull, and to the aftermost point of the cockpit or steering position on the central hull (whichever is furthest aft)
	3.16		**Catamarans**
Mu0,1,2,3,4			On a catamaran the total net surface shall be limited:
Mu0,1,2,3,4		a)	laterally by the hulls; and
Mu0,1,2,3,4		b)	longitudinally by transverse stations through the forestay base, and the aftermost point of the boom lying fore and aft. However, a catamaran with a central nacelle (non-immersed) may satisfy the regulations for a trimaran
	3.17		**Toe Rail or Foot - Stop**
Mo0,1,2,3	3.17.1		Permanently installed toe rail of minimum height 25 mm (1"), located as close as practicable to the stanchion bases, around the foredeck from abreast the mast
Mo0,1,2,3	3.17.2		An additional lifeline of between 25-50 mm (1-2") high is permitted in lieu of a toe rail on a boat with Primary Launch before 1984.
	3.18		**Toilet**
MoMu0,1,2	3.18.1		Permanently installed toilet
MoMu3,4	3.18.2		Permanently installed toilet or fitted bucket
	3.19		**Bunks**
MoMu0	3.19.1		Permanently installed bunk for each crewmember
MoMu1,2,3,4	3.19.2		Permanently installed bunks
	3.20		**Cooking Facilities**
MoMu0,1,2,3	3.20.1		Permanently installed cooking stove, capable of being operated safely at sea, with fuel shutoff control

	3.21		**Drinking Water Tanks & Drinking Water**
	3.21.1		Drinking Water Tanks
MoMu0			Permanently installed delivery pump and water tanks dividing the water supply into at least three compartments
MoMu1			Permanently installed delivery pump and water tanks dividing the water supply into at least two compartments
MoMu2,3			Permanently installed delivery pump and water tank(s)
	3.21.2		Drinking Water
MoMu0			Equipment (which may include watermakers and tanks containing water) permanently installed to provide at least 3 l (0.8 US Gal) of drinking water per person per day for the likely duration of the voyage
	3.21.3		Emergency Drinking Water
MoMu1,2,3			At least 9 l (2.4 US Gal) of drinking water for emergency use in a dedicated and sealed container or container(s)
MoMu0		a)	in the absence of a power driven watermaker, at least 1 l (0.26 US Gal) per person per day in at least two separate containers shall be provided for the expected duration of the voyage
MoMu0		b)	when a power-driven watermaker is on board, at least 500 ml (0.13 US Gal) per person per day in at least two separate containers shall be provided for the expected duration of the voyage
MoMu0		c)	facilities shall be provided to collect rainwater for drinking purposes including when dismasted
	3.22		**Hand Holds**
**			Adequate hand holds fitted below deck
	3.23		**Bilge Pumps and Buckets**
**	3.23.1	a)	two strong buckets, each with a lanyard and of at least 9 l (2.4 US Gal) capacity
Mo0,1,2		b)	two permanently installed manual bilge pumps, one operable from above, the other from below deck
Mo3Mu0,1,2			one permanently installed manual bilge pump
Mo4			one manual bilge pump
Mu0,1,2,3,4		c)	provision to pump out all watertight compartments (except those filled with impermeable buoyancy).
**	3.23.2		All required permanently installed bilge pumps shall be operable with all cockpit seats, hatches and companionways shut and with permanently installed discharge pipe(s) of sufficient capacity
**	3.23.3		Bilge pumps shall not be connected to cockpit drains and shall not discharge into a Closed Cockpit
**	3.23.4		Bilge pumps shall be readily accessible for maintenance and for clearing out debris
**	3.23.5		All removable bilge pump handles retained by a lanyard
	3.24		**Compass**
MoMu0,1,2,3			Marine magnetic compasses, independent of any power supply, capable of being used as a steering compass:
MoMu0,1,2,3		a)	a compass, permanently installed and correctly adjusted, with deviation card
MoMu0,1,2,3		b)	a second compass which may be hand-held
MoMu4			Permanently installed marine magnetic steering compass, independent of any power supply, correctly adjusted with deviation card
	3.25		**Halyards**
**			A minimum of two halyards, each capable of hoisting a sail, on each mast
	3.26		**Bow Fairlead**
Mo0			Bow fairlead, closed or closable and a cleat or securing arrangement, suitable for towing, permanently installed
	3.27		**Navigation Lights**
**	3.27.1		mounted above sheerline and so that they will not be masked by sails or the heeling of the boat
**	3.27.2		having light intensity meeting COLREGS. When incandescent bulbs are used the minimum power rating shall be:
**		a)	For LH less than 12 m (39'-4"), 10 W

**		b)	For LH 12 m (39'-4") and greater, 25 W
MoMu0,1,2,3	3.27.3		reserve lights having the same specifications as above, and that can be powered independently
**	3.27.4		spare bulbs (not required for LED)
	3.28		**Engines, Generators, Fuel**
	3.28.1		Propulsion Engines
**		a)	engines and associated systems installed in accordance with their manufacturers' guidelines and suitable for the size and intended use of the boat
MoMu0,1,2,3		b)	an engine which provides a minimum speed in knots of (1.8 x √LWL in metres) or (√ LWL in feet)
Mo0,1,2Mu0		c)	inboard engine
Mu1.2.3			if less than 12.0 m (39'-4") LH either an inboard engine, or an outboard engine together with permanently installed fuel supply systems and fuel tank(s)
Mo3			either an inboard or outboard engine, with associated tanks and fuel supply systems, all securely fastened
**		d)	an inboard engine shall have a permanently installed exhaust, cooling system, fuel supply, fuel tank(s) and shall have adequate heavy weather protection
	3.28.2		Generator
**			If an optional generator separate from the propulsion engine is carried, it shall be installed in accordance with the manufacturer's guidelines
	3.28.3		Fuel Systems
MoMu0,1,2,3		a)	All fuel tanks shall be rigid (but may have permanently installed flexible linings) and shall have a shutoff valve
MoMu0,1,2,3		b)	At the start a boat shall carry sufficient fuel to meet charging requirements for the duration of the race and to motor at the above minimum speed for at least 8 hours
	3.28.4		Battery Systems
MoMu0,1,2,3		a)	a dedicated engine starting battery when an electric starter is the only method for starting the engine
MoMu0,1,2,3		b)	batteries installed after 2011 shall be of the sealed type from which liquid electrolyte cannot escape
	3.29		**Communications Equipment, GPS, Radar, AIS**
MoMu0,1,2,3	3.29.01		a marine radio transceiver with an emergency antenna when the regular antenna depends upon the mast
MoMu0,1,2,3	3.29.02		if the marine radio transceiver is a VHF:
MoMu0,1,2,3		a)	a minimum rated output power of 25 W
MoMu0,1,2		b)	a masthead antenna not less than 38 cm (15") in length and co-axial feeder cable with not more than 40% power loss (Loss Estimator)
MoMu3			a masthead antenna and co-axial feeder cable with not more than 40% powerloss (Loss Estimator)
MoMu1,2,3		c)	be DSC capable if installed after 2015
MoMu1,2,3		d)	DSC capable VHF transceivers shall be programmed with an assigned MMSI (unique to the boat), be connected to a GPS receiver and be capable of making distress alert calls as well as sending and receiving a DSC position report with another DSC equipped station
MoMu0		e)	a marine VHF DSC radio covering all international and US marine channels and meeting ITU class D
MoMu0	3.29.03		at least two hand-held satellite telephones, watertight or with waterproof covers and internal batteries. When not in use each to be stowed in a grab bag (see OSR 4.21)
MoMu0	3.29.04		at least two hand-held marine VHF transceivers each with min 5 W output power, watertight or with waterproof covers. When not in use to be stowed in a grab bag (see OSR 4.21)
MoMu1,2,3,4	3.29.05		a hand-held marine VHF transceiver, watertight or with a waterproof cover. When not in use to be stowed in a grab bag or emergency container (see OSR 4.21)
**	3.29.06		a second radio receiver, which may be the handheld VHF in 3.29.5 above, capable of receiving weather bulletins
MoMu0	3.29.07		a direction-finding radio receiver operating on 121.5 MHz to take a bearing on a PLB or EPIRB, or an alternative device for crew overboard location when each crew member has an

			appropriate personal unit (see OSR 5.07);
MoMu0	3.29.08		a GPS:
MoMu0		a)	capable of recording a crew overboard position, within 10 seconds, and monitoring that position, and
MoMu0		b)	connected to an emergency button immediately accessible to a helmsman which will sound an audible alarm in the accommodation and simultaneously send an appropriate signal to the GPS
MoMu1,2			a GPS capable of recording a crew overboard position, within 10 seconds, and monitoring that position
MoMu3			a GPS
MoMu0	3.29.09		a Standard-C satellite terminal (GMDSS) shall be permanently installed and permanently powered up for the duration of the race and for which the race committee shall have polling authority.
MoMu0	3.29.10		an MF/HF marine SSB transceiver (GMDSS/DSC) with at least 125 W transmitter power and frequency range from at least 1.6 to 29.9 MHz with permanently installed antenna and earth.
MoMu0	3.29.11		an active radar set permanently installed either:
MoMu0		a)	a pulse (magnetron) unit with not less than 4 kW PEP and an antenna unit with a maximum dimension not less than 533 mm; or
MoMu0		b)	a frequency modulated continuous wave (FMCW) Broadband Radar™ unit. The radar antenna unit shall remain essentially horizontal when the boat is heeled and at least 7 m (23') above the water. Installations in place before January 2006 shall comply as closely as possible with OSR 3.29.11 a).
MoMu0	3.29.12		a class A AIS Transponder which either:
MoMu1,2	3.29.13		an AIS Transponder which either:
MoMu0,1,2		a)	shares the masthead VHF antenna via a low loss AIS antenna splitter; or
MoMu0,1,2		b)	has a dedicated AIS antenna not less than 38 cm (15") in length mounted with its base not less than 3 m (10') above the Waterline and co-axial feeder cable with not more than 40% power loss (Loss Estimator).

SECTION 4 - PORTABLE EQUIPMENT

		A boat shall have:
	4.01	**Sail Letters & Numbers**
**	4.01.1	Identification on sails which complies with RRS 77 and RRS Appendix G
MoMu0,1,2,3	4.01.2	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 easily identified so that they can be excluded from any search and rescue operation.
	4.02	**Search and Rescue Visibility**
Mo1,Mu1,2,3,4	4.02.1	A solid area of highly-visible pink, orange or yellow
MoMu0		A 4 m² (43 ft²) area of highly-visible pink, orange or yellow on the coachroof and/or deck
Mu0,1,2,3,4	4.02.2	A 1 m² (11 ft²) area of highly-visible pink, orange or yellow showing when the boat is inverted
	4.03	**Soft Wood Plugs**
**		A tapered soft wood plug stowed adjacent to every through-hull opening
	4.04	**Jackstays and Clipping Points**
MoMu0,1,2,3		Permanently Installed fittings for jackstay ends and clipping points
MoMu0,1,2,3	4.04.1	Jackstays which shall:
MoMu0,1,2,3	a)	enable a crewmember to move readily between the working areas on deck and the cockpit(s) with the minimum of clipping and unclipping operations
MoMu0,1,2,3	b)	have a breaking strength of 2040 kg (4500#) and be uncoated and nonsleeved stainless steel 1 x 19 wire of minimum diameter 5 mm (3/16"), webbing or HMPE rope
MoMu0,1,2,3	4.04.2	Clipping points which shall:
MoMu0,1,2,3	a)	be adjacent to stations such as the helm, sheet winches and masts, where crewmembers work

MoMu0,1,2,3		b)	enable a crewmember to clip on before coming on deck and unclip after going below
MoMu0,1,2,3		c)	enable two-thirds of the crew to be simultaneously clipped on without depending on jackstays
Mu0,1,2,3		d)	on a trimaran with a rudder on the outrigger, permit a crewmember to repair the steering mechanism whilst attached to a clipping point
	4.05		**Fire Fighting Equipment**
**	4.05.1		A fire blanket adjacent to every cooking device with an open flame
MoMu0	4.05.2		3 fire extinguishers, each with 2 kg of dry powder or equivalent, in different parts of the boat, one system of which is to deal with fire in a machinery space
MoMu1,2,3			2 fire extinguishers, each with 2 kg each of dry powder or equivalent, in different parts of the boat
MoMu4			2 fire extinguishers in different parts of the boat
	4.06		**Anchors**
MoMu0			Anchors and rodes which comply with relevant class rules or the rules of a recognised Classification Society (e.g. Lloyd's, DNV, etc.)
MoMu1,2,3			2 suitable anchors with rode, ready for immediate use, except that for a boat less than 8.5 m (28') LH there shall be 1 suitable anchor with rode
MoMu4			1 suitable anchor with rode, readily accessible
	4.07		**Flashlights and Searchlights**
**			Watertight lights with spare batteries and bulbs as follows:
MoMu0,1,2,3		a)	a searchlight, suitable for searching for a person overboard at night and for collision avoidance
MoMu0,1,2,3		b)	a flashlight in addition to 4.07 a)
Mu3,4		c)	the watertight flashlight in OSR 4.07 b) shall be stowed in the grab bag or emergency container
MoMu0		d)	a high-intensity heavy duty searchlight powered by the boat's batteries, instantly available for use on deck and in the cockpit
MoMu0,1,2,3		e)	a high-intensity heavy duty searchlight must be immediately available for use on deck and in the cockpit, and capable of continuous use.
MoMu0,1,2,3		f)	a floating waterproof torch shall be carried for use in the event of man overboard at night, which can be thrown into the sea as a marker.
	4.08		**First Aid Manual and First Aid Kit**
**			A First Aid Manual and First Aid Kit. The contents and storage of the First Aid Kit shall reflect the likely conditions and duration of the passage, and the number of crew
	4.09		**Foghorn**
**			A foghorn
	4.10		**Radar Reflector**
**	4.10.1		A passive radar reflector with:
**		a)	octahedral circular plates of minimum diameter 30 cm (12"), or
**		b)	octahedral rectangular plates of minimum diagonal dimension 40 cm (16"), or
**		c)	a non-octahedral reflector with a documented Root Mean Square minimum Radar Cross Section (RCS) area of 2 m^2 (22 ft^2) from 0-360° of azimuth and ±20° of heel
MoMu0	4.10.2		A Radar Target Enhancer (RTE) which complies with ISO 8729-2:2009 or equivalent
	4.11		**Navigation Equipment**
**			Navigational charts (not solely electronic), light list and chart plotting equipment
	4.12		**Safety Equipment Location Chart**
**			A safety equipment location diagram in durable waterproof material, clearly displayed in the main accommodation, marked with the location of principal items of safety equipment
	4.13		**Depth, Speed and Distance Instruments**
MoMu0,1,2,3	4.13.1		A knotmeter or distance measuring instrument (log)
MoMu,1,2,3,4	4.13.2		A depth sounder
MoMu0			Two independent depth sounders
	4.14		**Spare Number**

	4.15		**Emergency Steering**
MoMu0,1,2,3	4.15.1		An emergency tiller capable of being fitted to the rudder stock except when the principal method of steering is by means of an unbreakable metal tiller
MoMu0,1,2,3	4.15.2		A proven method of emergency steering with the rudder disabled
	4.16		**Tools and Spare Parts**
**	4.16.1		Tools and spare parts, suitable for the duration and nature of the passage
**	4.16.2		An effective means to quickly disconnect or sever the standing rigging from the boat
	4.17		**Boat's name**
**			The boat's name on miscellaneous buoyant equipment, such as lifejackets, cushions, lifebuoys, recovery slings, grab bags etc.
	4.18		**Retro-reflective material**
**			Marine grade retro-reflective material on lifebuoys, recovery slings, liferafts and lifejackets
	4.19		**EPIRBs**
MoMu0	4.19.1		Two water and manually activated 406 MHz EPIRBs
MoMu1,2			A water and manually activated 406 MHz EPIRB
MoMu0,1,2	4.19.2		A 406 MHz EPIRB registered after 2015 shall include an internal GPS
MoMu0,1,2	4.19.3		All EPIRBs registered with the appropriate authority associated with the country code in the hexadecimal identification (15 Hex ID) of the beacon. A beacon can be registered online with the Cospas-Sarsat IBRD if the country does not provide a registration facility and the country has allowed direct registration in the IBRD
	4.20		**Liferafts**
	4.20.1		Liferaft Construction
MoMu1,2		a)	One or more inflatable liferafts with a total capacity to accommodate at least the total number of people on board which complies with:
MoMu1,2			i) SOLAS LSA Code 1997 Chapter IV or later version; or
MoMu1,2			ii) ISO 9650-1:2005, Type 1, Group A - Small Craft - Inflatable; or
MoMu1,2			iii) ISAF liferafts manufactured before 2016 until replacement is due at end of service life; or
MoMu1,2			iv) ORC liferafts manufactured before 2003 until replacement is due at end of service life
MoMu0		b)	A sufficient number of liferafts so that in the event of any one liferaft being lost or rendered unserviceable, sufficient aggregate capacity remains for all crewmembers
MoMu0		c)	Liferafts shall comply with SOLAS LSA code 1997 Chapter IV or later version
	4.20.2		Minimum Liferaft Equipment
MoMu0,1,2		a)	A SOLAS liferaft shall contain as a minimum a SOLAS A pack;
MuMo1		b)	An ISO 9650 liferaft shall contain as a minimum Pack 1 (greater than 24 hour pack);
MuMo2		c)	An ISO 9650 liferaft shall contain as a minimum Pack 2 (less than 24 hour pack);
MoMu1,2		d)	The minimum contents of the ISO liferaft equipment packs are listed below.
			Not all items are necessarily packed within the liferaft. Some items are permitted to be carried within an accompanying waterproof grab bag which shall be in a readily accessible location:

TABLE 14 (overleaf)

TABLE 14

Equipment	Pack 1 > 24h	Pack 2 < 24h	In liferaft	In liferaft or in grab bag
Portable buoyant baler easily operable by hand	1	1	X	
Sponge	2	2	X	
Pair of buoyant paddles with handles (not mitts) tied into raft adjacent to an entrance	1	1	X	
First-Aid Kit including at least 2 tubes of sunscreen. All dressings must be capable of being effectively used in wet conditions. The first aid kit shall be clearly marked and shall be re-sealable.	1	0		X
Whistle	1	1	X	
Waterproof torch with 6 h duration and separate battery and bulb or complementary torch	2	1	X	
Signalling mirror	1	1	X	
Anti-seasickness pills, per person	6	6		X
Seasickness bag with simple effective closure system, per person	1	1		X
Red hand flares in accordance with SOLAS LSA Code Chapter III, 3.2	6	3	3min	X
Red parachute flares in accordance with SOLAS LSA Code Chapter III, 3.1	2	2	1min	X
Thermal protective aids in accordance with SOLAS LSA Code Chapter III, 2.5	2		0	X
Repair outfit to enable survivors to repair leaks in any or all of the inflatable compartments. Repair systems must work when wet and be capable of being applied during violent motion.	1	1	X	
Air pump or bellows which shall be simple, robust and complete, with all necessary connections (loose parts shall be captive to the main apparatus) ready for instant use to enable air to be pumped into any or all of the inflatable compartments. The air pump or bellows shall be designed and built specifically for easy operation by hand	1	1	X	
Drinking water per person, in containers of each not more than 500mL	1.5L	0	0.5L	Xa
Food per person	10,000kJ	0		X
* Drinking water in the grab bag (if any) may be replaced with a desalinator device				

MoMu0,1,2		a)	Each liferaft shall be packed either in:-
MoMu0,1,2			i) a rigid container securely stowed on the working deck, in the cockpit or in an open space; or:-
MoMu0,1,2			ii) a rigid container or valise securely stowed in a dedicated weather tight locker containing liferaft and abandon ship equipment only which is readily accessible and opens onto the cockpit or working deck, or transom
MoMu1,2		b)	In a boat with primary launch before June 2001, a liferaft may be packed in a valise not exceeding 40 kg securely stowed below deck adjacent to a companionway
MoMu0,1,2		c)	On a multihull or on a monohull with moveable ballast the liferaft shall be readily deployable whether or not the boat is inverted
MoMu0,1,2		d)	The end of each liferaft painter should be securely fastened to the boat
MoMu0,1,2		e)	Each raft shall be capable of being got to the lifelines or launched within 15 seconds
	4.20.3		Spare Number
	4.20.4		Spare Number
MoMu0,1,2	4.20.5		Liferaft Servicing
MoMu0,1,2		a)	A liferaft shall be serviced at a manufacturer authorized service station at the following maximum intervals:
MoMu0,1,2			i) SOLAS liferafts annually
MoMu0,1,2			ii) ISO 9650 canister packed liferafts every 3 years
MoMu0,1,2			iii) ISO 9650 valise packed liferafts every 3 years except that hired liferafts shall be serviced annually
MoMu0,1,2			iv) ISAF liferafts annually
MoMu0,1,2			v) ORC liferafts annually
MoMu0,1,2		b)	Servicing certificates (original or a copy) on board
	4.21		**Grab Bags**
Mu3,4			Either a watertight compartment or a grab bag, readily accessible whether or not the boat is inverted, with the following minimum contents:
Mu3,4		a)	a watertight hand-held marine VHF transceiver with spare batteries
Mu3,4		b)	a watertight flashlight with spare batteries and bulb
Mu3,4		c)	2 red parachute and 3 red hand flares
Mu3,4		d)	a watertight strobe light with spare batteries
Mu3,4		e)	a knife
**		f)	If a grab bag is provided it shall have inherent flotation, at least 0.1 m² (1 ft²) area of f fluorescent orange colour on the outside, shall be marked with the name of the boat, and shall have a lanyard and clip
	4.22		**Crew Overboard Recovery**
**			Within reach of the helmsman and ready for instant use:
**	4.22.1		a lifebuoy with a self-igniting light and a drogue
MoMu0,1,2	4.22.2		In addition to 4.22.1 above, one lifebuoy equipped with:
MoMu0,1,2		a)	a whistle, a drogue, a self-igniting light and
MoMu0,1,2		b)	a pole and flag. The pole shall be either permanently extended or be capable of being fully automatically extended
MoMu0		c)	Each lifebuoy shall be equipped with a sachet of fluorescein dye
MoMu0,1,2	4.22.3		At least one lifebuoy shall depend entirely on permanent buoyancy (e.g. foam)
**	4.22.4		Each inflatable lifebuoy and any automatic device shall be tested and serviced at intervals in accordance with its manufacturer's instructions
**	4.22.5		A heaving line, no less than 6 mm (1/4")diameter, 15 - 25 m (50 - 75') long, readily accessible to cockpit
MoMu0,1,2,3	4.22.6		A recovery sling which includes a:
MoMu0,1,2,3		a)	buoyant line of length no less than the shorter of 4 times LH or 36m (120')
MoMu0,1,2,3		b)	buoyancy section (horseshoe) with no less than 90 N (20#) buoyancy
MoMu0,1,2,3		c)	minimum strength capable to hoist a crewmember aboard

4.23 Pyrotechnic and Light Signals

** 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.

race category	red hand flares LSA III 3.2	orange smoke LSA III 3.3
MoMu0,1	4	2
MoMu2,3	4	2
Mo4	2	1
Mu4	2	1

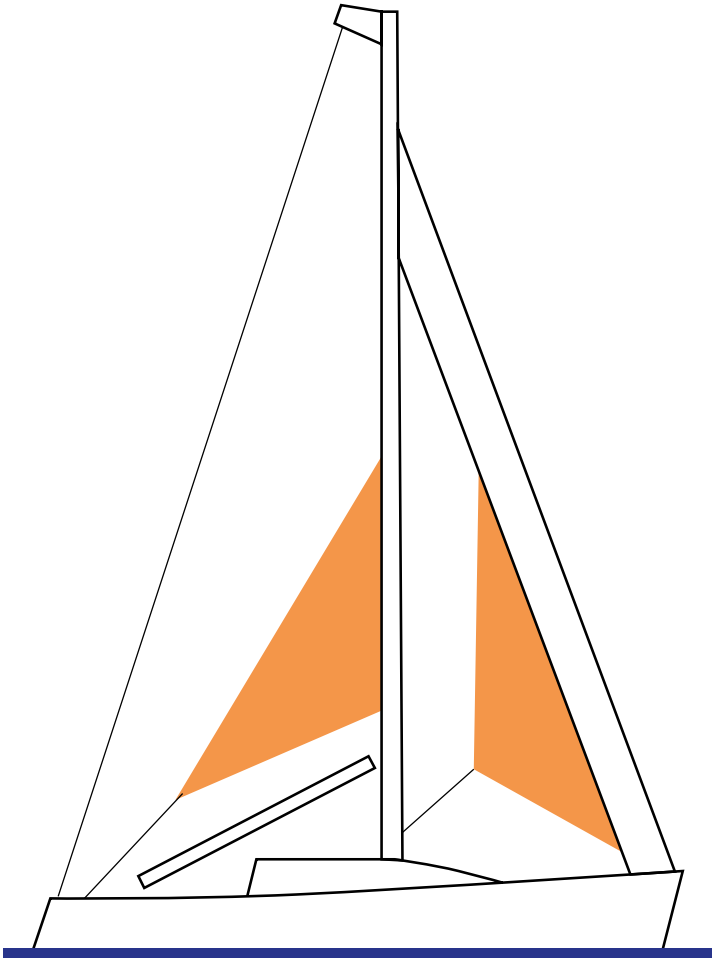
4.24 Spare Number

4.25 Cockpit Knife

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

4.26 Storm & Heavy Weather Sails

4.26.1 Design



MoMu1,2

** a) A storm sail purchased after 2013 shall have a highly-visible colour (e.g. dayglo pink, orange or yellow)

** b) Aromatic polyamides, carbon and similar fibres shall not be used in a trysail or storm jib but HMPE and similar materials are permitted

** c) Sheeting positions on deck for each storm and heavy-weather sail

** d) Sheeting positions for the trysail independent of the boom

** e) Storm and heavy weather jib areas calculated as: (0.255 x luff length x (luff perpendicular + 2 x half width)) *

MoMu0,1,2		f)	The storm trysail area calculated as (0.5 x leech length x shortest distance between tack point and leech) *
**			* Applies to sails made after 2011
	4.26.2		Sails
**			The maximum area of storm sails shall be lesser of the areas below or as specified by the boat designer or sailmaker
MoMu0,1,2,3		a)	A heavy-weather jib (or heavy-weather sail in a boat with no forestay) with:
MoMu4			Either mainsail reefing to reduce the luff by 12.5% or a heavy-weather jib (or heavy-weather sail in a boat with no forestay) with:
**			i) area of 13.5% height of the foretriangle (IG) squared
**			ii)readily available means, independent of a luff groove, to attach to the stay
MoMu0,1,2		b)	A storm jib with:
MoMu0,1,2			i) area of 5% height of the foretriangle (IG) squared
MoMu0,1,2			ii) maximum luff length 65% of IG
MoMu0,1,2			iii) permanently attached means, independent of a luff groove, to attach to the stay
MoMu0,1,2		c)	A storm trysail (or rotating wing mast if suitable) with:
MoMu0,1,2			i) area of 17.5% mainsail hoist (P) x mainsail foot length (E)
MoMu0,1,2			ii) no headboard
MoMu0,1,2			iii) no battens
MoMu0,1,2			iv) sail number and letters on both sides, as large as practicable
MoMu0,1,2			v) in the case of a boat with an in-mast furling mainsail, the storm trysail shall be capable of being set while the mainsail is furled
MoMu3		d)	either a storm trysail as defined in OSR 4.26.2 c), or mainsail reefing to reduce the luff by at least 40%
Mo0	**4.27**		**Drogue, Sea Anchor**
MoMu0			A drogue for deployment over the stern, or a sea anchor or parachute anchor for deployment at the bow, complete with all necessary gear (see Appendix K)
	4.28		**Spare Number**
	4.29		**Deck Bags**
Mo0	4.29.1		If permitted by the Notice of Race, Sailing Instructions or Class Rules, bags for storing sails on deck shall be:
Mo0		a)	so constructed to ensure rapid draining of water
Mo0		b)	securely fastened in such a way that the integrity of deck fittings e.g. stanchions and lifelines, is not compromised.

SECTION 5 - PERSONAL EQUIPMENT

**			Each crew member shall have:
**	**5.01**		**Lifejacket**
**	5.01.1		A lifejacket which shall:
**		a)	
**			i) if manufactured before 2012 comply with ISO 12402 - 3 (Level 150) or equivalent, including EN 396 or UL 1180 and:
** .			if inflatable have a gas inflation system
** .			have crotch/thigh straps (ride up prevention system (RUPS)
MoMu0,1,2			have an integral safety harness in compliance with OSR 5.02
**			ii) if manufactured after 2011 comply with ISO 12402-3 (Level 150) and be fitted with a whistle, lifting loop, reflective material automatic/manual gas inflation system
**			crotch/thigh straps (ride up prevention system (RUPS)
MoMu0,1,2			an integral safety harness in compliance with OSR 5.02
MoMu0,1,2,3		b)	have an emergency position indicating light in accordance with either ISO 12402-8 or SOLAS LSA code 2.2.3
**		c)	be clearly marked with the boat's or wearer's name

MoMu0,1,2,3		d)	have a sprayhood in accordance with ISO 12402-8
MoMu0		e)	have a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority)
MoMu0,1,2	5.01.2		A boat shall carry at least one gas inflatable lifejacket spare cylinder and, if appropriate, a spare activation head.
MoMu0,1,2	5.01.3		A boat shall carry a spare at least one spare lifejacket as required in OSR 5.01.1
**	5.01.4		The person in charge shall personally check each lifejacket at least once annually.
MoMu0,1,2,3	5.01.5		A combined 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 Tethers**
MoMu0,1,2,3	5.02.1		A harness that complies with ISO 12401 or equivalent and a tether that:
MoMu0,1,2,3		a)	is not more than 2 m (6'-6") in length
MoMu0,1,2,3		b)	complies with ISO 12401 (or EN 1095 if manufactured prior to 2010)
MoMu0,1,2,3		c)	have overload indicator flag embedded in the stitching
MoMu0,1,2,3		d)	be manufactured after 2000
MoMu0,1,2,3	5.02.2		30% of the crew shall have either:
MoMu0,1,2,3		a)	a tether not more than 1 m (3'-3") long, or
MoMu0,1,2,3		b)	a mid-point snaphook on a 2 m (6'-6") tether
MoMu0		c)	a boat shall carry spare harnesses and tethers as required in OSR 5.02.1 above sufficient for at least 10% of the crewmembers (minimum one unit)
MoMu0,1,2,3	5.02.3		A tether which has been overloaded shall be replaced
MoMu0	**5.03**		**Personal Location Lights**
MoMu0			Two packs of miniflares or two personal location lights (either SOLAS or strobe): one to be attached to, or carried on, the person when on deck at night
MoMu0	**5.04**		**Foul Weather Suits**
MoMu0		a)	A foul weather suit with hood
MoMu0	5.05		Knife
MoMu0			A knife, to be worn on the person at all times
MoMu0	**5.06**		**Flashlight**
MoMu0		a)	A buoyant watertight flashlight
MoMu0,1,2,3		b)	at night each crew member shall carry a waterproof torch/light.
	5.07		**Survival Equipment**
MoMu0	5.07.1		One set of Survival Equipment which includes:
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;
MoMu0,1		c)	an AIS personal crew overboard beacon;
MoMu0		d)	a personal unit in addition to the PLB in OSR 4.07.1 b) if the location device carried by the boat in accordance with OSR 3.29.1 h) requires it;
MoMu0,1,2		e)	where possible every PLB shall be registered with the appropriate authority associated with the country code in the hexadecimal identification (15 Hex ID) of the beacon. A beacon can be registered online with the Cospas-Sarsat IBRD if the country does not provide a registration facility and the country has allowed direct registration in the IBRD.
	5.08		**Diving Equipment**
MoMu0			At least two diving suits each to cover the entire body and including gloves, fins and portable air supplies

SECTION 6 - TRAINING

MoMu0,1,2	6.01		At least 30% but not fewer than two members of a crew, including the Person in Charge shall have undertaken training within the five years before the start of the race topics which include practical, hands-on sessions.
MoMu3	6.01.1		When there are only two crewmembers, at least one shall have undertaken training as in OSR 6.01
MoMu0	6.01.2		Every member of a crew including the Person in Charge shall have undertaken training as in OSR 6.01
	6.01.3		Spare Number
MoMu0,1,2	6.01.4		Except as otherwise provided in the Notice of Race, an in-date certificate gained at a World Sailing / ISAF Approved Offshore Personal Survival Training course shall be accepted by a race organizing authority as evidence of compliance with Special Regulation 6.01. See Appendix H - Model Training Course, for further details.
	6.02		Spare Number
	6.03		Spare Number
	6.04		**Routine Training On-Board**
**			Crews shall practice the drill for Crew-Overboard Recovery at least annually
	6.05		**Medical Training**
MoMu0	6.05.1		At least one crewmember 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 crewmember shall have a valid first aid certificate completed within the last five years meeting:
MoMu1			At least two crewmembers shall have a valid first aid certificate completed within the last five years meeting:
MoMu2			At least one crewmember shall have a valid first aid certificate completed within the last five years meeting:
MoMu0,1,2		a)	A certificate listed on the World Sailing website www.sailing.org/specialregs of MNA recognised courses
MoMu0,1,2		b)	STCW 95 First Aid Training complying with A-VI/1-3 - Elementary First Aid or higher STCW level
MoMu3,4	6.05.3		At least one member of the crew shall be familiar with First Aid procedures, hypothermia, drowning, cardio-pulmonary resuscitation and relevant communications systems
	6.06		**Diving Training**
MoMu0	6.06.1		At least 30% of the crew shall have received appropriate diving training to enable them to carry out basic repairs underwater and to provide assistance if necessary in recovery of a crew overboard

APPENDICES TO SPECIAL REGULATIONS

Appendix A - Moveable and Variable Ballast

Appendix B - For Inshore Racing

Appendix C - For Inshore Dinghy Racing

Appendix D - A guide to ISO and other Standards

Appendix E - World Sailing Code for the organisation of Oceanic Races

Appendix F - Standard Inspection Card

Appendix G - Model Training Course

Appendix H - Model First Aid Training Course

RORC PRESCRIPTIONS TO THE WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Mu2,3,4	3.07.3		Replace OSR 3.07.3 with:
			A multihull of less than 12m (39.4ft) LOA shall comply with 3.07.2
MoMu0,1,2,3	4.01.2		Amend to read:
			After the start when sail numbers are not displayed elsewhere (sails down) they shall be displayed on the port quarter. It is particularly imprtant that all vessels can be easily identified so that they can be excluded from any search and rescue operation.
MoMu0,1,2,3	4.07.1		Add e) and f) as follows
		e)	the searchlight must be immediately available for use on deck and in the cockpit, and capable of continuous use.
MoMu0,1,2,3		f)	a floating waterproof torch shall be carried for use in the event of man overboard at night, which can be thrown into the sea as a marker.
MoMu0,1,2,3	5.01.5		A combined harness and lifejacket shall be worn when on deck:
MoMu0,1,2,3		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	5.06	b)	Add b):
			at night each crew member shall carry a waterproof torch/light.

NOTES

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