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| A red and white logo  Description automatically generated | **World Sailing Offshore Special Regulations** Extract for **Category 3 Monohulls JANUARY 2024 – DECEMBER 2025**© ORC Ltd. 2002, amendments 2003-2024 © World Sailing Limited**Version 1.14 – 25 November 2024****With Sail Canada Prescriptions** | C:\Users\Richard\OneDrive\SC OSR Extracts 2020\ws_logo.jpg |

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**Language & Abbreviations Used**

Mo – Monohulls Mu – Multihulls

\*\* – means the item applies to all types of boat in all Categories except 5 for which see Appendix B or 6 for which see Appendix C.

RED TYPE indicates a significant change in 2024.

DOUBLE UNDERLINE TYPE indicates a term defined in Offshore Special Regulation 1.03.1.

*ITALIC TYPE indicates a term defined in the Racing Rules of Sailing.*

Other than in headings or in offshore special regulation 1.02.1, **BOLD BLACK TYPE indicates a term defined in the Equipment Rules of Sailing.**

**BOLD BLUE TYPE indicates a Sail Canada prescription.**

**BOLD Green TYPE indicates a Swiftsure Organizing Authority prescription.**

*Guidance notes and recommendations have been removed from the Regulations and are available on*

<https://www.sailing.org/inside-world-sailing/rules-regulations/offshore-special-regulations/> The use of the masculine gender shall be taken to mean either gender.

**Administration**

The Offshore Special Regulation are administered by the World Sailing Special Regulation Sub-Committee whose terms of reference (available at: <https://www.sailing.org/inside-world-sailing/rules-regulations/constitution-regulations/>) are as follows:

World Sailing Regulation 6.9.8.3 - The Special Regulations Sub-Committee shall:

1. be responsible for the maintenance, revision and changes to the World Sailing Offshore Special Regulations governing offshore racing, under license from ORC Ltd. Such changes shall be biennial with revised editions published in January of each even year, except that matters of an urgent nature affecting safety may be dealt with by changes to the Regulations on a shorter time scale.
2. monitor developments in offshore racing relative to the standards of safety and seaworthiness. Any queries please email: technical@sailing.org

**For any queries regarding Sail Canada prescriptions please email:** offshore@sailing.ca

# SECTION 1 – FUNDAMENTAL AND DEFINITIONS

Categories

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* 1. **Purpose and Use**
	2. **Purpose and Use**
		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 [asymmetrical catamaran]) boats racing offshore.
		2. The OSR do not replace, but 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.
		3. Use of the OSR does not guarantee total safety of the boat and her crew. Particular attention is drawn to the description of OSR 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.
	3. **Responsibility of Person in Charge**
		1. **Under RRS 3 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 all weather. The *person in charge* shall also assign a person to take over his responsibilities in the event of his incapacitation.**
		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*.
		3. By participating in a race conducted under the OSR, the *person in charge*, each competitor and boat owner agrees to reasonably cooperate with the *organizing authority* and World Sailing in the development of an independent incident report as specified in OSR 2.02.
	4. **Definitions, Abbreviations, Word Usage**
		1. **Table 1 – Definitions of Terms used in this document**

|  |  |
| --- | --- |
| Abbreviation | Description |
| # | Pound force (lbf) |
| ABS | American Bureau of Shipping |
| AIS | Automatic Identification Systems |
| Coaming | The part of the cockpit, including the transverse after limit, over whichwater would run when the boat is floating level and the cockpit is filled to overflowing |
| COLREGS | International Regulations for Preventing Collisions at Sea |
| Contained Cockpit | A cockpit where the combined area open aft to the sea is less than 50% maximum cockpit depth x maximum cockpit width |
| Crewmember | Every person on board |
| DSC | Digital Selective Calling |
| EN | European Norm |
| EPIRB | Emergency Position-Indicating Radio Beacon |
| ERS | World Sailing - Equipment Rules of Sailing |
| First Launch | Month & year of the first launching when the individual boat, was completed and equipped for sailing |
| GMDSS | Global Maritime Distress & Safety System |
| GNSS | Global Navigation Satellite System |

### SECTION 1 – FUNDAMENTAL AND DEFINITIONS

Categories

|  |  |
| --- | --- |
| 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) |
| IBRD | International Beacon Registration Database |
| IMO | International Maritime Organization |
| ISAF | International Sailing Federation – (now World Sailing) |
| ISO | International Standard Organization or International Organization for Standardization |
| Jackstay | A securely fastened webbing or rope which permits a crewmember tomove from one part of the boat to another without having to unclip a safety harness tether |
| LH | Hull Length as defined by the ERS |
| Lifeline | Rope or wire line rigged as guardrail/guard-line around the deck |
| LSA | IMO International Life-Saving Appliance Code |
| LWL | (Length of) loaded **waterline** |
| Moveable Ballast | Material carried for the sole purpose of increasing weight and/or influencing stability and/or trim and which may be moved transverselybut not varied in weight while a boat is racing |
| ORC | Offshore Racing Congress (formerly Offshore Racing Council) |
| OSR | Offshore Special Regulation(s) |
| Permanently Installed | The item is effectively built-in by e.g. bolting, welding, glassing etc. and may not be removed for or during racing |
| PLB | Personal Locator Beacon |
| Rode | Rope, chain, or a combination of both, which is used to connect an anchor to the boat |
| RRS | World Sailing – Racing Rules of Sailing |
| Securely Fastened | Held strongly in place by a method (e.g. rope lashings, wing nuts) which will safely retain the fastened object in severe conditions including a 180° capsize and allows for the item to be removed and replaced duringracing |
| SOLAS | Safety of Life at Sea Convention |
| STCW | Standards of Training, Certification and Watchkeeping for Seafarers |
| SSS | The Safety and Stability Screening numeral |
| STIX | ISO 12217-2 Stability Index |
| Tether | A safety line used to connect a safety harness to a strong point or Jackstay |
| Variable Ballast | Water carried for the sole purpose of influencing stability and/or trim and which may be varied in weight and/or moved while a boat is racing. |
| World Sailing | formerly the International Sailing Federation or ISAF |

* + 1. The words “shall” and “must” are mandatory, and “should” and “may” are permissive.

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| Categories | **2.01** | **Categories of Events** |
| \*\* |  | *Organizing authorities* shall select from one of the following categories and may modify the OSR to suit local conditions. |
|  | **2.01.4** | **Category 3** |
| MoMu3 |  | Races across open water, most of which is relatively protected or close to shorelines. |
|  | **2.02** | **Incident Reporting** |
| \*\* |  | The *organizing authority* of a race will establish whether any incidents occurred, which if reported would likely be relevant to evolving the Offshore Special Regulations, the plan review process, or in increasing safety. The *organizing authority* will follow any guidelinesissued by World Sailing concerning incident reporting. |
|  | **2.03** | **Inspection** |
| \*\* |  | A boat may be inspected at any time. If she fails to comply with the OSR her entry may berejected, or she will be subject to protest. |
|  | **[2.04](#_bookmark145)** | **General Requirements** |
| \*\* | 2.04.1 | All equipment required by OSR shall: |
| \*\* |  | a) | function properly, |
| \*\* |  | b) | be regularly checked, cleaned and serviced, |
| \*\* |  | c) | if it has an expiry date, it will not have exceeded its expiry date whilst racing, |
| \*\* |  | d) | when not in use be stowed in conditions in which deterioration is minimized, |
| \*\* |  | e) | be readily accessible, and |
| \*\* |  | f) | be of a type, size and capacity suitable and adequate for the intended use and size ofthe boat. |
| \*\* | [2.04.2](#_bookmark146) | Heavy items shall be permanently installed or securely fastened. |

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| Categories |
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| Mo3 |
| Mo0,1,2,3 |
| Mo3 |
| Mo0,1,2,3 |
| Mo0,1,2,3 |
| Mo0,1,2,3 |
| Mo0,1,2,3 |
| Mo0,1,2,3 |
| Mo0,1,2,3 |
| Mo0,1,2,3 |

A boat shall be/have:

* 1. **Strength of Build and Rig**
		1. Properly rigged, fully seaworthy and shall meet the OSR.
		2. Equipped with **shrouds** and at least one **forestay** that shall remain connected to the mast and the boat while racing (not applicable to boats with free-standing masts).
		3. The **forestay** referenced above shall be sized and connected in a way that ensures it is capable of withstanding the full sailing loads independent of any headsail luff load capacity.
	2. **Watertight and Structural Integrity of a Boat**
		1. Essentially watertight and all openings shall be capable of being immediately secured. **centerboard** or **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**.
		2. At a haul-out within 2 years prior to the event, the owner or his/her representative shall inspect the integrity of the keel and rudder following the recommendations in Appendix L. **Recommended**
		3. Inspection after Grounding – an appropriately qualified person shall conduct an internal and external inspection after each unintentional grounding.

**3.04 Stability – Monohulls Recommended**

* + 1. b) A boat shall be 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.

* + 1. Where compliance in accordance with OSR 3.04.1 cannot be demonstrated, a boat shall be able to demonstrate either:

**Table 2 – STIX, AVS and m\*AGZ Requirements**

a)

|  |  |  |
| --- | --- | --- |
| Race Category | 0,1,2 | 3 |
| minimum ISO 12217-2 Stability Index (STIX) | 32 | 23 |
| minimum ISO 12217-2 Angle of Vanishing Stability (AVS) | 130-0.002\*m | 130-0.005\*m |
| but AVS always >= | 100° | 95° |
| a minimum righting energy m\*AGZ (where AGZ is the positive area under the righting lever curve in the minimum operating condition, expressed in kg metredegrees from upright to AVS) | 172000 | 57000 |
| **For tables 2 and 3, Sail Canada Prescribes that if the minimum righting energy (above) is not available, the boat shall have a minimum sailing****weight “m” of:** | **3,000 kg** | **1,500 kg** |

or

**Table 3 – ORC Stability Index or SSS Requirements**

b)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Race Category | 0 | 1 | 2 | 3 |
| minimum Stability Index in ORC Rating System, or | 120 | 115 | 110 | 103 |
| minimum IRC Safety and Stability Screening numeral (SSS) Base value | ~~35~~ | 28 | 15 |
| SSS may only be used if the series date is before |  | 1995 | 2000 |

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| --- | --- | --- |
| Categories | [**3.06**](#_bookmark110) | A boat shall be/have:**Exits – Monohulls** |
| Mo0,1,2,3,4 | 3.06.1 | If the **series date** is after 1994 and LH is 8.5 m (28’) and greater, a boat shall have at least two exits. One exit shall be located forward of the foremost mast except wherestructural features prevent its installation. |
| Mo0,1,2,3,4 | 3.06.2 | If first launched after 2013, the minimum clear hatch openings shall be: |
| 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 of0.18 m² (1.9 ft²) (see figure 1). |
| Mo0,1,2,3,4 |  | Figure 1 - Measurements of Minimum Clear Opening |
|  |  | **Figure 1 – Measurements of Minimum Clear Opening** |
|  | **3.08** | **Hatches & Companionways** |
| \*\* | [3.08.1](#_bookmark149) | 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 than0.071 m² (110 in²). |
| \*\* | [3.08.2](#_bookmark150) | A hatch, including a hatch over a locker shall be: |
| \*\* |  | a) | permanently attached and capable of being firmly shut immediately and remainingfirmly 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 notconform to the requirement in b), provided that the opening of each is less than 0.071 m² (110 in²). |
| \*\* | [3.08.3](#_bookmark111) | Hatches not conforming with OSR 3.08.1 and OSR 3.08.2 shall be clearly labelled and usedin accordance with the following instruction “NOT TO BE OPENED AT SEA”. |
| \*\* | [3.08.4](#_bookmark132) | Companionway hatches: |
| \*\* |  | a) | fitted with a strong securing arrangement which shall be operable from the exteriorand interior even when the boat is inverted, |
| \*\* |  | b) | blocking devices: |
| \*\* |  |  |  | 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, and |
| \*\* |  | iii | permit exit in the event of inversion. |
| Mo0,1,2,3,4 | [3.08.5](#_bookmark151) | If a **monohull** with cockpit(s) that is/are not contained cockpit(s) a boat shall have: |
| 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 localsheerline, a boat shall have panels capable of blocking the companionway up to the level of the local sheerline whilst giving access to the interior. |
|  | **[3.09](#_bookmark152)** | **Cockpits** |  |
|  | **3.09.1** | **General** |  |
| \*\* |  | a) | cockpits shall self-drain quickly by gravity at all angles of heel and are permanentlyincorporated as an integral part of the boat, |
| \*\* |  | b) | a cockpit sole shall be at least 2% LWL above the **waterline** (or in IMS boats with first launch before 2003, at least 2% L above the **waterline**), and |
| \*\* |  | c) | a bow, lateral, central, or stern well is a cockpit for the purposes of OSR 3.09. |
|  | **3.09.2** | **Cockpit Volume** |

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| Categories |  | A boat shall be/have: |
| \*\* MoMu2,3,4 |  | The maximum combined volume below lowest coamings of all contained cockpits shall be:b) **series date** before April 1992: 9% (LWL x maximum beam x freeboard abreast the |
|  |  | cockpit), |
| \*\* |  | c) **series date** after March 1992 as above for the appropriate category except that“lowest coamings” shall not include any aft of the FA station (the transverse station at |
|  |  | which the upper corner of the transom meets the shearline) and no extension of a |
|  | **3.09.3** | cockpit aft of the working deck shall be included in calculation of cockpit volume.**Cockpit Drains** |
| \*\* |  | Cockpit drain cross section area of unobstructed openings (after allowance for screens if |
| \*\* |  | fitted) shall be at least that of:a) if less than 8.5 m (28’) LH: 2 x 25 mm (1”) diameter or equivalent, |
| \*\* |  | b) if 8.5 m (28’) LH or greater: 4 x 20 mm (3/4”) diameter or equivalent. |
| \*\* | [**3.10**](#_bookmark112) | **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 |
|  | **[3.12](#_bookmark113)** | below deck.**Mast Step** |
| \*\* |  | The heel of a keel stepped mast securely fastened to the mast step or adjoining structure. |
|  | **[3.14](#_bookmark153)** | **Pulpits, Stanchions, Lifelines** |
|  | **3.14.1** | **General** |
| \*\* |  | 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**series date** before 1993 where it shall be no greater than 560 mm (22”), |
| MoMu3,4 |  | iv a boat less than 8.5 m (28’) LH may use a single lifeline system with a height |
| \*\* |  | between 450 mm (18”) and 560 mm (22”).c) lifelines permanently supported at intervals of not more than 2.2 m (7’-2 1/2”) and |
|  |  | not passing outboard of supporting stanchions, |
| \*\* |  | d) pulpit and stanchion bases permanently installed with pulpits and stanchions mechanically retained in their bases, |
| \*\* |  | e) ~~if a boat’s first launch date is after 2024,~~ the outside of pulpit and stanchion base |
|  |  | tubes no further inboard from the perimeter of the deck than 5% of **boat beam** or150 mm (6”), whichever is greater, nor further outboard than the perimeter of the |
|  |  | deck. If a boat’s first launch date is after 2024, the perimeter of the deck is defined as |
|  |  | the hull and deck intersection at an angle of not more than 15 degrees to the horizontal in a transverse plane when the yacht is upright, |
| \*\*\*\* |  | 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. |

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| Categories\*\* |  | A boa g)t | t shall be/have:a bow pulpit may be open provided the opening between the pulpit and any part ofhe boat does not exceed 360 mm (14”), |
| Figure 2 - Diagram Showing Pulpit Opening |
| **Figure 2 – Diagram Showing Pulpit Opening** |
| \*\* |  | h) l | ifelines may terminate at or pass through adequately braced stanchions set insideand 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 notexceed: |
| \*\* |  | i |  | 50 mm (2”) for an upper or single lifeline, |
| \*\* |  | ii | 120 mm (4 ¾”) for an intermediate lifeline. |
|  | **[3.14.3](#_bookmark154)** | **Lifeline Specifications** |
| Mo0,1,2,3 |  | a) l | ifelines of stranded stainless steel wire, |
| \*\* |  | c) | The minimum diameter is specified in table 4 below, |
| \*\* |  | d) | Stainless steel lifelines shall be uncoated and used without close-fitting sleeving, however, temporary sleeving may be fitted provided it is regularly removed forinspection, |
| \*\* |  | e) | A lanyard of synthetic rope may be used to secure lifelines provided the gap it closesdoes not exceed 100 mm (4”). This lanyard shall be replaced annually, |
| \*\* |  | f)t | All components of the lifeline enclosure system shall have a breaking strength no less than the lifeline, |
| \*\* |  | **Table 4 – Lifeline Diameter Requirements** |
| LH Wire Min. lifeline HMPE rope (Single braid) HMPE Core (Braid on braid) diameter min. lifeline diameter min. lifeline outsidediameterunder 8.5 m 3 mm (1/8”) 4 mm (5/32”) 6 mm (1/4”)(28’)8.5m – 13 m 4 mm (5/32”) 5 mm (3/16”) 7 mm (9/32”)over 13 m 5 mm (3/16”) 5 mm (3/16”) 7 mm (9/32”)(42’ 8”) |
| \*\* | 3.16 | Spare |  |  |
|  | **3.17** | **Toe Rail or Foot-Stop** |
| Mo0,1,2,3 | [3.17.1](#_bookmark155) | Permanently installed toe rail of minimum height 25 mm (1”), located at or no more than100 mm (4”) inboard of the perimeter of the deck from at least forward of the mast. |
| Mo0,1,2,3 | 3.17.2 | On a boat with **series date** before 1984, an additional lifeline of between 25–50 mm (1–2”) high is permitted in lieu of a toe rail |

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| Categories | **3.18** | A boat shall be/have:**Toilet** |
| MoMu3,4 | [3.18.2](#_bookmark114) | **Securely** installed toilet or fitted bucket. |
|  | **3.19** | **Bunks** |
| MoMu1,2,3,4 | [3.19.1](#_bookmark115) | **Securely** installed bunks. |
|  | **[3.20](#_bookmark116)** | **Cooking Facilities** |
| MoMu0,1,2,3 |  | **Securely** installed cooking stove, capable of being operated safely at sea, with fuelshutoff control. |
|  | **3.21** | **Drinking Water Tanks & Drinking Water** |
|  | **[3.21.1](#_bookmark117)** | **Drinking Water Tanks** |
| MoMu2,3 |  | c) | **Securely** installed delivery pump and water tank(s)), or reusable container(s) capable of providing sufficient amount of drinking water per person per day for thelikely duration of the voyage. |
|  | **[3.21.3](#_bookmark156)** | **Emergency Drinking Water Recommended** |
| MoMu1,2,3 |  | a) | at least 2 L (0.5 US Gal) per person of drinking water for emergency use in adedicated and sealed container or container(s). |
|  | **[3.22](#_bookmark118)** | **Hand Holds** |
| \*\* |  | Adequate hand holds fitted below deck. |
|  | **3.23** | **Bilge Pumps and Buckets** |
| \*\* | [3.23.1](#_bookmark157) | a) | two strong buckets, each with a lanyard and of at least 9 L (2.4 US Gal) capacity, |
| Mo3Mu0,1,2 |  | c) | one permanently installed manual bilge pump, |
| \*\* | [3.23.2](#_bookmark158) | All required permanently installed bilge pumps shall be operable with all cockpit seats, hatches and companionways shut and with permanently installed discharge pipe(s) ofsufficient capacity. |
| \*\* | 3.23.3 | Bilge pumps shall not be connected to cockpit drains and shall not discharge into a contained 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](#_bookmark159)** | **Compass** |
| MoMu0,1,2,3 |  | Marine magnetic compass capable of being used as a steering compass: |
| \*\* |  | a) | Permanently installed marine magnetic steering compass, independent of any power supply, correctly adjusted, **deviation card Recommended** |
| MoMu0,1,2,3 |  | b) | a second compass which may be hand-held and/or electronic. |
|  | **[3.25](#_bookmark160)** | **Halyards** |
| \*\* | 3.25.1 | A minimum of two halyards, each capable of hoisting a sail, on each mast. |
| MoMu0,1,2,3 | 3.25.2 | No halyard shall be locked, lashed, or otherwise secured to the mast in a way that requires a person to go aloft to lower a sail in a controlled manner, except for a headsail in use witha furling device. |
|  | **3.27** | **Navigation Lights** |
| \*\* | [3.27.1](#_bookmark134) | **Shall carry navigation lights required by its national safety authority, mounted so that they will not be obscured by the sails** |
| \*\* | 3.27.2 | Mounted above sheer line and so that they will not be masked by sails or the heeling of the boat. **Recommended** |
| MoMu0,1,2,3 | [3.27.3](#_bookmark135) | Reserve lights having the same specifications as above, and that can be poweredindependently. |
| \*\* | [3.27.4](#_bookmark119) | Spare bulbs (not required for LED). |
|  | **3.28** | **Engines, Generators, Fuel** |
|  | **[3.28.1](#_bookmark161)** | **Propulsion Engines****A boat shall have a mechanical propulsion system that is ready for immediate use.** |
|  | **3.28.2** | **Generator** |
| \*\* |  | If an optional generator separate from the propulsion engine is carried, it shall be installedin accordance with the manufacturer’s guidelines. |
|  | **[3.28.3](#_bookmark162)** | **Liquid Fuel Systems** |
| MoMu0,1,2,3 |  | a) | all fuel tanks for storage of liquid fuels shall be rigid (but may have permanentlyinstalled flexible linings) and shall have a shutoff valve, |
| MoMu0,1,2,3 |  | b) | at the start a boat with a combustion engine shall carry sufficient fuel to meetcharging requirements for the duration of the race and to motor at the above minimum speed for at least 5 hours. |
|  | **[3.28.4](#_bookmark120)** | **Battery Systems** |
| \*\* |  | a) | batteries installed after 2011 shall be of the sealed type from which liquid electrolyte cannot escape, |
| \*\* |  | b) | At the start a boat with an electric engine shall carry sufficient capacity to meetelectrical requirements for the duration of the race and to motor at the above minimum speed for at least 5 hours. |
| MoMu0,1,2,3 |  | c) | a dedicated engine/generator starting battery when an electric starter is the onlymethod for starting the engine and/or separate generator, |
|  | **3.29** | **Communications Equipment, GPS, Radar, AIS** |
| Mo1,2,3 Mu1,2,3,4 | [3.29.1](#_bookmark106) | A hand-held marine VHF transceiver for each grab bag, watertight or with a waterproofcover. When not in use to be stowed in the grab bag (see OSR 4.21). **Recommended** |
| \*\* | [3.29.4](#_bookmark93) | A second radio receiver **which is DSC capable** that is, able to receive weather bulletins. |
| MoMu0,1,2,3 | [3.29.5](#_bookmark94) | A marine radio transceiver with an emergency antenna when the regular antenna dependsupon the mast. |
| MoMu0,1,2,3 |  | **Sail Canada prescribes that a boat shall have a VHF radio transceiver in****accordance with 3.29.6.** |
| MoMu0,1,2,3 | [3.29.6](#_bookmark121) | If the marine radio transceiver is a VHF: |
| MoMu0,1,2,3 |  | a) | a minimum rated output power of 25 W, |
| MoMu1,2,3 |  | b) | if installed after 2015 be DSC capable, |
| MoMu3 |  | e) | a masthead antenna and co-axial feeder cable with not more than 40% power loss, **Recommended** |
| MoMu1,2,3 |  | f) | 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 DSCequipped station, **Recommended** |
| Mo0,1,2,3Mu1,2,3 | [3.29.7](#_bookmark122) | An AIS Transponder **Recommended** which either: |
| MoMu0,1,2,3 |  | a) | shares the masthead VHF antenna via a low loss AIS antenna splitter, or |
| MoMu0,1,2,3 |  | 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 notmore than 40% power loss. |
| MoMu3 | [3.29.8](#_bookmark163) | A GPS. |

# SECTION 4 – PORTABLE EQUIPMENT

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| Categories |  | A boat shall have: |
|  | **4.01** | **Sail Letters & Numbers** |
| \*\* | [4.01.1](#_bookmark164) | Identification on sails which complies with RRS 77 and RRS Appendix G. |
| MoMu0,1,2,3 | [4.01.2](#_bookmark136) | An alternative means of displaying identification as required under RRS Appendix G for amainsail, to be displayed when none of the numbered sails are set. **Recommended** |
|  | **[4.03](#_bookmark123)** | **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 | 4.04.1 | Permanently Installed fittings for jackstay ends and clipping points. |
| MoMu0,1,2,3 | [4.04.2](#_bookmark137) | Jackstays which shall: |
| MoMu0,1,2,3 |  | a) | be independent on each side of the deck, |
| MoMu0,1,2,3 |  | b) | enable a crewmember to move readily between the working areas on deck and thecockpit(s) with the minimum of clipping and unclipping operations, |
| MoMu0,1,2,3 |  | c) | have a breaking strength of 2040 kg (4500#) and be uncoated and non-sleevedstainless steel 1 x 19 wire of minimum diameter 5 mm (3/16”), webbing or HMPE rope. |
| MoMu0,1,2,3 | [4.04.3](#_bookmark138) | Clipping points which shall: |
| MoMu0,1,2,3 |  | a) | be adjacent to stations such as the helm, sheet winches and masts, wherecrewmembers 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 onjackstays, |
|  | **4.05** | **Fire Fighting Equipment** |
| \*\* | [4.05.1](#_bookmark124) | A fire blanket adjacent to every cooking device. **Recommended** |
| MoMu1,2,3 | [4.05.2](#_bookmark125) | Fire extinguishers that meet its national safety authority requirements for the size of boat. |
|  | **4.06** | **Anchors** |
| MoMu1,2,3 | [4.06.1](#_bookmark133) | **1 un-modified** anchor that meets the anchor manufacturer’s recommendation based on the boat’s dimensions with suitable combination of chain and rope, ready for immediate assembly, and ready for deployment within 5 minutes except that for a boat less than 8.5m (28’) LH there shall be 1 anchor meeting the same criteria. |
|  | **[4.07](#_bookmark107)** | **Flashlights and Searchlights** |
| Mo0,1,2,3Mu\*\* |  | Watertight lights (minimum IP67 rated) with spare batteries and bulbs as follows, or a watertight (minimum IP67 rated) rechargeable LED torch, of at least 400 Lumens. |
| MoMu0,1,2,3 |  | a) | a searchlight, suitable for searching for a person overboard at night and for collisionavoidance, |
| Mo0,1,2,3Mu\*\* |  | b) | stowed in each grab bag (see OSR 4.21), a flashlight in addition to OSR 4.07 a). **Recommended** |
| Mo0,1,2,3Mu\*\* |  | c) | the flashlight in OSR 4.07 b) shall be stowed in the grab bag (see OSR 4.21). **Recommended** |
|  | **[4.08](#_bookmark95)** | **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 crewmembers. |
|  | **[4.09](#_bookmark96)** | **Foghorn** |
| \*\* |  | A foghorn. |
|  | **4.10** | **Radar Reflector** |
| \*\* | [4.10.1](#_bookmark139) | A passive radar reflector with: |
| \*\* |  | a) | octahedral circular plates of minimum diameter 30 cm (12”), |
| \*\* |  | b) | octahedral rectangular plates of minimum diagonal dimension 40 cm (16”), or |

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| \*\* |  | A b c) | **A tubular radar reflector is acceptable if securely mounted within 15 degrees of vertical.** |
|  | **4.11** | **Navigation Equipment** |
| MoMu0,1,2,3 | [4.11.1](#_bookmark88) | Navigational charts (not solely electronic)~~, light list~~ and chart plotting equipment. |
|  | **[4.12](#_bookmark126)** | **Safety Equipment Location Chart** |
| \*\* |  | A safety equipment location diagram in durable waterproof material, clearly displayed inthe 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](#_bookmark165) | A knotmeter or distance measuring instrument (log). |
| MoMu1,2,3,4 | [4.13.2](#_bookmark166) | A depth sounder. |
|  | 4.14 | Spare Number |
|  | **4.15** | **Emergency Steering** |
| MoMu0,1,2,3 | [4.15.1](#_bookmark140) | An emergency tiller capable of being fitted to the rudder stock except when: |
| MoMu0,1,2,3 |  | a) | the principal method of steering is by means of an unbreakable metal tiller, |
| MoMu0,1,2,3 |  | b) | there are two methods (e.g. tillers, wheels) of controlling a rudder, neither of whichshares components with the other except for the rudder stock. |
| MoMu0,1,2,3 | [4.15.2](#_bookmark141) | A proven method of emergency steering with the rudder disabled. **Recommended** |
|  | **4.16** | **Tools and Spare Parts** |
| \*\* | [4.16.1](#_bookmark97) | 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](#_bookmark167)** | **Boat’s Name** |
| \*\* |  | The boat’s name on miscellaneous buoyant equipment, such as lifejackets, cushions,lifebuoys, recovery slings, grab bags, etc. |
|  | **[4.18](#_bookmark168)** | **Retro-Reflective Material** |
| \*\* |  | Marine grade retro-reflective material on lifebuoys, recovery slings, liferafts and lifejackets. |
|  | **4.21** | **Grab Bags Recommended** |
| Mo0,1,2,3Mu\*\* | [4.21.1](#_bookmark108) | A grab bag shall have inherent flotation, at least 0.1 m² (1 ft²) area of highly visible colour (e.g. dayglo yellow or orange) on the outside, shall be marked with the name of the boat, and shall have a lanyard and clip. If a grab bag has to accompany a specific life raft, it shallbe clearly marked with the identity of its corresponding raft. |
| Mo3 | [4.21.4](#_bookmark109) | The following shall either be stowed with a life raft or in a grab bag. The grab bag shall bereadily accessible whether or not the boat is inverted: |
| Mo3Mu3,4 |  | a) | 3 hand flares, |
| Mo3Mu3,4 |  | b) | watertight strobe light with spare batteries (may be part of the flashlight), |
| Mo3Mu3,4 |  | c) | knife, and |
| Mo3Mu3,4 |  | d) | whistle. |
|  | **4.22** | **Crew Overboard Identification and Recovery** |
| MoMu1,2,3 | [4.22.2](#_bookmark127) | a) |  **A GPS capable of recording a crew overboard position, within 10 seconds, and monitoring that position without having to go below****deck.** |
|  | **[4.22.3](#_bookmark128)** | **Lifebuoys** |
| MoMu3,4 |  | a) | a lifebuoy with a self-igniting light, a whistle, and a drogue within reach of thehelmsman and ready for immediate use, |
| \*\* |  | e) | each inflatable lifebuoy and any automatic device shall be tested and serviced atintervals in accordance with its manufacturer’s instructions. |
|  | **[4.22.4](#_bookmark129)** | **Heaving Line** |
| \*\* |  | A heaving line, no less than 6 mm (1/4”) diameter, 15–25 m (50–75’) long, readilyaccessible to cockpit. |
|  | **[4.22.5](#_bookmark130)** | **Recovery Sling** |
| MoMu0,1,2,3 |  | 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’), |

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| --- | --- | --- | --- |
| CategoriesMoMu0,1,2,3 |  | A bb) | oat shall have: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](#_bookmark98)** | **Pyrotechnic and Light Signals** |
| \*\* |  | A boat shall carry the number and type of flares required by its national safety authority for day and night at a minimum.  |
| \*\* |  | a) | 2 orange smoke LSA III 3.3, |
| MoMu0,1,2,3 |  | b) | 4 red hand flares LSA III 3.2. |
|  | 4.24 | Spare Number |
|  | **[4.25](#_bookmark131)** | **Cockpit Knife** |
| \*\* |  | A strong, sharp knife, in a securely restrained sheath shall be readily accessible from thedeck or a cockpit. |
|  | **4.26** | **Storm & Heavy Weather Sail Inventory** |
| \*\* |  | the following storm & heavy weather sails as specified in OSR 4.27: |
| MoMu3 | [4.26.1](#_bookmark142) | either a storm trysail or mainsail reefing to reduce the luff by at least 40% (or rotatingwing mast if suitable), **Recommended** |
| MoMu0,1,2,3 | [4.26.2](#_bookmark143) | heavy weather jib, |
|  | **4.27** | **Storm & Heavy Weather Sail Specifications Recommended** |
|  |  | Where required by OSR 4.26, the specifications of heavy weather sails shall follow: |
|  |  | Figure 3 |
|  |  | **Figure 3 – Storm Sails** |

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MoMu0,1,2,3 MoMu0,1,2,3

MoMu0,1,2,3 MoMu0,1,2,3 MoMu0,1,2,3 MoMu1,2,3

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A boat shall have:

* + 1. **Design Recommended**
			1. the material of the body of a storm sail purchased after 2013 shall have a highly visible colour (e.g. dayglo pink, orange or yellow),
			2. aromatic polyamides, carbon and similar fibers shall not be used in a trysail or storm jib, but HMPE and similar materials are permitted,
			3. sheeting positions on deck for each storm and heavy-weather sail,
			4. sheeting positions for the trysail independent of the boom, and
			5. the maximum area of storm and heavy weather sails shall be lesser of the areas below or as specified by the boat designer or sailmaker.
			6. the primary purpose of any storm sail or heavy weather sail shall be to provide propulsion and steerage in storm & heavy weather conditions, and they shall be designed, manufactured and maintained as such. Storm sails shall be designed to provide propulsion and steerage in Beaufort scale 8 and on all points of sail. Heavy weather sails shall be designed to provide propulsion and steerage in Beaufort scale 6 and on all points of sail.
		2. **A Storm Trysail with: Recommended**
			1. area not greater than 17.5% mainsail hoist (P) x mainsail foot length (E),
			2. for sails made after 2011: The storm trysail area calculated as (0.5 x leech length x shortest distance between tack point and leech),
			3. no headboard,
			4. no battens,
			5. sail number and letters on both sides, as large as practicable, and
			6. 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.
		3. **A Heavy Weather Jib (or Heavy Weather Sail in a Boat with no Forestay) with: Recommended**
			1. area, in unreefed condition, of 13.5% height of the **foretriangle** squared, and
			2. readily available method, independent of a luff groove, to attach to the stay.

For sails made after 2011: Storm and heavy weather jib areas calculated as: (0.255 x luff length x (luff perpendicular + 2 x half width)).

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MoMu0,1,2,3

MoMu0,1,2,3 MoMu0,1,2,3 MoMu0,1,2,3 MoMu0,1,2,3 MoMu0,1,2,3 MoMu0,1,2,3 MoMu0,1,2,3 MoMu0,1,2,3 MoMu0,1,2,3

Each crewmember shall have:

* 1. **Lifejacket**
		1. A lifejacket which shall:
			1. 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)
1. 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)

**or**

1. **if manufactured after 2011 comply with UL 1180 and be fitted with a whistle, reflective material and:**
	* **crotch/thigh straps (ride up prevention system)**
	* **an integral safety harness in compliance with OSR 5.02**

**Sail Canada note - ISO 12402 is not currently approved by Transport Canada.**

* + - 1. have an emergency position indicating light in accordance with either ISO 12402-8 or LSA code 2.2.3,
			2. be clearly marked with the boat’s or wearer’s name,
			3. have a sprayhood in accordance with ISO 12402-8, **Recommended**

f) if inflatable, be regularly checked for air retention.

* + 1. A boat shall carry at least one gas inflatable lifejacket spare cylinder and, if appropriate, spare activation head for each type of lifejacket on board.

[5.01.4](#_bookmark102) The *person in charge* shall personally check each lifejacket at least once annually.

* 1. **Safety Harness and Tethers**
		1. A harness that complies with ISO 12401 or equivalent.
		2. A tether that shall:
			1. comply with ISO 12401 or equivalent,
			2. not exceed 2 m (6’-6”) including the length of the hooks,
			3. have self-closing hooks,
			4. have overload indicator flag embedded in the stitching, and
			5. be manufactured after 2000.
		3. either:
			1. a tether not exceeding 1 m (3’-3”) including the length of the hooks, or
			2. an intermediate self-closing hook on a 2 m (6’-6”) tether.

5.02.5 A tether which has been overloaded shall be replaced.

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| Categories | **6.01** | **Training Recommended** |
| MoMu3 | [6.01.2](#_bookmark89) | **Sail Canada prescribes that at least 30% but not fewer than two crewmembers, including the Person in Charge, shall have undertaken a Sail Canada accredited Coastal Personal Survival Training course, or training accepted as equivalent by the *Organizing Authority*, within the five years before the start of the race.****This training meets the requirement of OSR 6.01.3 below.** |
| MoMu3 | [6.01.3](#_bookmark90) | When there are only two crewmembers, at least one shall have undertaken training withinthe five years before the start of the race in OSR 6.02 Training Topics. |
|  | **6.02** | **Training Topics Recommended** |
| MoMu0,1,2,3 | 6.02.1 | Giving Assistance to Other Craft |
| MoMu0,1,2,3 | 6.02.2 | Personal Safety Gear, theory and practice |
| MoMu0,1,2,3 | 6.02.3 | Care and Maintenance of Safety Gear |
| MoMu0,1,2,3 | 6.02.4 | Fire Precautions and Firefighting, theory and practical |
| MoMu0,1,2,3 | 6.02.5 | Crew Overboard Prevention and Recovery |
| MoMu0,1,2,3 | 6.02.6 | Hypothermia, Cold Shock and Drowning |
| MoMu0,1,2,3 | 6.02.7 | Crew Health |
| MoMu0,1,2,3 | 6.02.8 | Marine Weather |
| MoMu0,1,2,3 | 6.02.9 | Heavy Weather |
| MoMu0,1,2,3 | 6.02.10 | Storm Sails |
| MoMu0,1,2,3 | 6.02.11 | Damage Control |
| MoMu0,1,2,3 | 6.02.12 | Search and Rescue Organization |
| MoMu0,1,2,3 | 6.02.13 | Pyrotechnics and Signaling Gear, theory and practical |
| MoMu0,1,2,3 | 6.02.14 | Emergency Communications, theory and practical |
| MoMu0,1,2,3 | 6.02.15 | Liferafts and Abandon Ship, theory and practical |
|  | 6.03 | Spare Number |
|  | **[6.04](#_bookmark91)** | **Routine Training On-Board Recommended** |
| \*\* |  | At least annually the crews shall practice the drills for: |
| \*\* |  | a) | crew-overboard recovery, and |
| \*\* |  | b) | abandonment of vessel. |
|  | **6.05** | **Medical Training Recommended** |
| MoMu3,4 | [6.05.3](#_bookmark92) | At least two crewmembers shall be familiar with First Aid procedures, hypothermia, drowning, cardio-pulmonary resuscitation, and relevant communications systems. |