

ISAF OFFSHORE SPECIAL REGULATIONS

Including US Sailing and Bermuda Race Organizing Committee (BROC) Prescriptions and Recommendations

Extract for Race Category 1 Monohulls

JANUARY 2012 - DECEMBER 2013

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US Version 2G2- 2012

Underlined/ Red Print indicates a significant change in 2012

US Sailing and BROC Required Prescriptions are printed in bold, italic letters

ISAF and US Sailing guidance notes and recommendations are printed in italic letters

BROC Recommended Prescriptions are identified and printed in italic letters

Because this is an extract not all paragraph numbers will be present

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

SECTION 1 - FUNDAMENTAL AND DEFINITIONS

1.01 Purpose and Use

1.01.1

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

1.01.2

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

1.01.3

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

1.02 Responsibility of Person in Charge

BROC prescribes that Captains should conduct a pre-race, on-board, safety briefing of all crewmembers to consider possible contingencies and methods to avoid, minimize, or cope with them. During this briefing the Captain should: a.) Summarize the lessons learned from the training drills required by NOR Appendix A (MOB, Abandon Ship, Dismasting, Loss of Rudder/Steering, and sailing with the Storm Trysail); b.) Review yacht stowage plan showing and touching all safety equipment; c.) Review boom preventer procedures to be used; d.) Assign a ship's doctor in advance to allow preparation of medical supplies; e.) Review medical status of competitors taking medications, including seasickness remedies; f.) Review cooking stove, and other fire and explosion hazards; g.) Review procedures for preventing the sea from entering the yacht through companionways, hatches and ports; h.) Review flooding control procedures, including high-capacity bilge pumps and collision mats; i.) Review safety harness and safety line (tether) procedures to be used; j.) Review man aloft procedures including the use of a helmet and harness to prevent head injury while going aloft; and k.) Urge each competitor to constantly think about safety and the consequences of every action.

1.02.1

The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in

Charge who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used. He shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his incapacitation.

1.02.2

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

1.02.3

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

1.03 Definitions, Abbreviations, Word Usage

1.03.1 Definitions of Terms used in this document

TABLE 1

Age Date	Month/year of first launch
AIS	Automatic Identification Systems
CEN	Comité Européen de Normalisation
CPR	Cardio-Pulmonary Resuscitation
Coaming	includes the transverse after limit of the cockpit over which water would run in the event that when the yacht is floating level the cockpit is flooded or filled to overflowing.
DSC	Digital Selective Calling
EN	European Norm
EPFS	Electronic Position-Fixing System
EPIRB	Emergency Position-Indicating Radio Beacon
FA Station	The transverse station at which the upper corner of the transom meets the sheerline.
Foul-Weather Suit	A foul weather suit is clothing designed to keep the wearer dry and maybe either a jacket and trousers worn together, or a single garment comprising jacket and trousers.
GMDSS	Global Maritime Distress & Safety System
GNSS	Global Navigation Satellite System
GPIRB	EPIRB, with integral GPS position-fixing
ITU	International Telecommunications Union
GPS	Global Positioning System
Hatch	The term hatch includes the entire hatch assembly and also the lid or cover as part of that assembly (the part itself may be described as a hatch).
INMARSAT	This is Inmarsat Global Limited, the private company that provides GMDSS satellite distress and safety communications, plus general communications via voice, fax and data
IMO	International Maritime Organisation
IMSO	The International Mobile Satellite Organisation, the independent, intergovernmental organisation that oversees Inmarsat's performance of its Public Service Obligations for the GMDSS and reports on these to IMO
ISAF	International Sailing Federation.

ISO	International Standard or International Organization for Standardization.
Lifeline	rope or wire line rigged as guardrail / guardline around the deck
LOA	Length overall not including pulpits, bowsprits, boomkins etc.
LWL	(Length of) loaded waterline
Monohull	Yacht in which the hull depth in any section does not decrease towards the centre-line.
Moveable Ballast	Lead or other material including water which has no practical function in the boat other than to increase weight and/or to influence stability and/or trim and which may be moved transversely but not varied in weight while a boat is racing.
ORC	Offshore Racing Congress (formerly Offshore Racing Council)
OSR	Offshore Special Regulation(s)
Permanently Installed	Means the item is effectively built-in by eg bolting, welding, glassing etc. and may not be removed for or during racing.
PLB	Personal Locator Beacon
Proa	Asymmetric Catamaran
RRS	ISAF - Racing Rules of Sailing
SAR	Search and Rescue
SART	Search and Rescue Transponder
Series Date	Month & Year of first launch of the first yacht of the production series
SOLAS	Safety of Life at Sea Convention
Safety Line	A tether used to connect a safety harness to a strong point
Securely Fastened	Held strongly in place by a method (eg rope lashings, wing-nuts) which will safely retain the fastened object in severe conditions including a 180 degree capsize and allows for the item to be removed and replaced during racing
Static Ballast	Lead or other material including water which has no practical function in the boat other than to increase weight and/or to influence stability and/or trim and which may not be moved or varied in weight while a boat is racing.
Static Safety Line	A safety line (usually shorter than a safety line carried with a harness) kept clipped on at a work-station
Variable Ballast	Water carried for the sole purpose of influencing stability and/or trim and which may be varied in weight and/or moved while a boat is racing.

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

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

SECTION 2 - APPLICATION & GENERAL REQUIREMENTS

2.01 Categories of Events

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

2.01.2 Category 1

US SAILING prescribes that Category 1 races are of long distance, well offshore, in large unprotected bays, and in waters where large waves, strong currents, or conditions leading to rapid onset of hypothermia are possible, where yachts must be completely self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.

2.02 Inspection

A yacht may be inspected at any time. If she does not comply with these Special Regulations her entry

may be rejected, or she will be liable to disqualification or such other penalty as may be prescribed by the national authority or the race organizers.

2.03 General Requirements

2.03.1 All equipment required by Special Regulations shall:-

- a) function properly
- b) be regularly checked, cleaned and serviced
- c) when not in use be stowed in conditions in which deterioration is minimised
- d) be readily accessible
- e) be of a type, size and capacity suitable and adequate for the intended use and size of the yacht.

BROC prescribes that safety equipment should be carefully inspected for wear and deterioration and replaced after seven to ten years of use. Manufacturer recommended shelf life on items like inflatable lifejackets and MOM's should be observed. Items susceptible to UV, weather and chafe damage, especially safety harnesses, safety lines (tethers) and jackstays (jacklines), should receive frequent checks when underway.

2.03.2 Heavy items:

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

b)

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

c)

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

2.03.3 When to show navigation lights

a)

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

SECTION 3 - STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

3.01 Strength of Build, Ballast and Rig

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

3.02 Watertight Integrity of a Hull

3.02.1

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

3.02.2

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

3.02.3

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

3.02.4

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

3.03 Hull Construction Standards (Scantlings)

3.03.1

a)

A yacht of less than 24m in hull length (measured in accordance with ISO 8666) with the earliest of Age or Series Date on or after 1 January 2010 shall have:

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

b)

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

- been designed, built and maintained in accordance with the requirements of a Classification Society recognized by ISAF
- on board a certificate of building plan review from a Classification Society recognized by ISAF
- on board a declaration signed and dated by the builder to confirm the yacht is built in accordance with the plans reviewed by the Classification Society .

US Sailing prescribes that yachts with LOA over 24m and built after 1 January 2010 shall be designed, built, repaired and maintained in accordance with the ABS Guide for Building and Classing Offshore Racing Yachts, 1994, including Notice 1, or an equivalent rule for sailing craft published by a member of IACS in effect at the time of initial Plan Approval or Plan Review. A certificate or letter indicating Plan Approval or Plan Review by ABS, another IACS member, or a notified body recognized by ISAF or US SAILING shall be carried on board.

3.03.2

a)

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

- the repair or modification designed and built in accordance with ISO 12215 Category A*
- on board a certificate of building plan review for the repair or modification from a notified body recognized by ISAF

• on board a declaration signed and dated by the builder to confirm that the repair or modification is in accordance with the requirements of ISO 12215 Category A *

b)

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

- the repair or modification designed and built in accordance with the requirements of a Classification Society recognized by ISAF

• on board a certificate of building plan review for the repair or modification from a Classification Society recognized by ISAF

• on board a declaration signed and dated by the builder to confirm that the repair or modification is in accordance with the plans reviewed by the Classification Society.

US Sailing prescribes that yachts with LOA over 24m and built after 1 January 2010 shall be designed, built, repaired and maintained in accordance with the ABS Guide for Building and Classing Offshore Racing Yachts, 1994, including Notice 1, or an equivalent rule for sailing craft published by a member of IACS in effect at the time of initial Plan Approval or Plan Review. A certificate or letter indicating Plan Approval or Plan Review by ABS, another IACS member, or a notified body recognized by ISAF or US SAILING shall be carried on board.

3.03.3

In cases when a builder no longer exists a race organizer or class rules may accept a signed statement by a naval architect or other person familiar with the requirements of 3.031 and 3.03.2 above and in lieu of the builders declaration required by 3.031 and 3.03.2 above.

3.03.4

A monohull with the earliest of Age or Series Date before the 1 January 2010 shall comply with 3.03.1, 3.03.2 and 3.03.3 above or with appendix M to these OSR.

(* or as from time to time specified by ISAF)

3.04 Stability - Monohulls

3.04.2 A yacht shall be designed and built to resist capsize.

3.04.3

A race organizer should require compliance with a minimum stability or stability/buoyancy index. Attention is drawn to the stability index in the ORC Rules and Regulations.

3.04.4

Achievement of Design Category A under ISO 12217-2 may be accepted by a race organizer as a guide to general suitability for competition in a Special Regulations Category 1 race.

3.04.5

Use of the ISO or any other index does not guarantee total safety or total freedom of risk from capsize or sinking.

3.04.6

For boats with moveable or variable ballast the method in OSR 3.04.4 shall apply plus the relevant additional requirement of OSR Appendix K.

3.04.7

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

3.06 Exits – Monohulls

3.06.1

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

3.06.2

Yachts first launched on or after January 2014 have a hatch with the following minimum clear openings in compliance with ISO 9094:

- Circular shape: diameter 450mm;

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

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

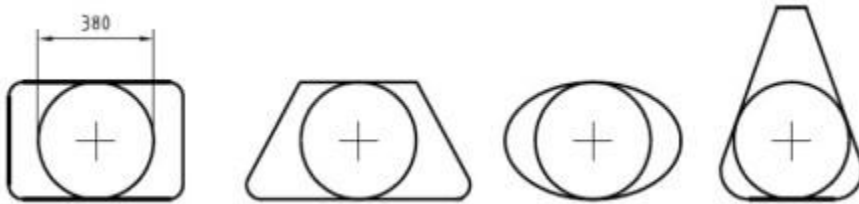


Figure 1 - Measurements of

Minimum Clear Opening

3.08 Hatches & Companionways

3.08.1

No hatch forward of the maximum beam station, other than a hatch in the side of a coachroof, shall open in such a way that the lid or cover moves into the open position towards the interior of the hull (excepting ports having an area of less than 0.071m² (110 sq in)).

3.08.2

A hatch fitted forward of the maximum beam station, located on the side of the coachroof, opening into the interior of the boat, and of area greater than 0.071m² shall comply with ISO12216 design category A and be clearly labeled and used in accordance with the following instruction: “NOT TO BE OPENED AT SEA” Attention is drawn to SR 3.02.1

3.08.3 A hatch shall be:

a)

so arranged as to be above the water when the hull is heeled 90 degrees. Hatches over lockers that open to the interior of the vessel shall be included in this requirement. A yacht may have a maximum of four (two on each side of centerline) hatches that do not conform to this requirement, provided that the opening of each is less than 0.071 sq m (110 sq in). Effective for boats of a series begun after January 1, 2009, a written statement signed by the designer or other person who performed the downflooding analysis shall be carried on board. For purposes of this rule the vessel's displacement condition for the analysis shall be the Light Craft Condition LCC (in conformity with 6.3 of the EN ISO 8666 standard and 3.5.1 of the EN ISO12217-2 standard).

b) permanently attached

c) capable of being firmly shut immediately and remaining firmly shut in a 180 degree capsize (inversion)

BROC prescribes that hatches of acrylic, polycarbonate, or other surfaces that are slippery-when-wet should be fitted with non-skid tape or other means of providing traction.

3.08.4 A companionway hatch shall:

a)

be fitted with a strong securing arrangement which shall be operable from the exterior and interior including when the yacht is inverted

b) have any blocking devices:

i) capable of being retained in position with the hatch open or shut

ii)

whether or not in position in the hatchway, secured to the yacht (e.g., by lanyard) for the duration of the race, to prevent their being lost overboard

iii) permit exit in the event of inversion

3.08.5

If the companionway extends below the local sheerline and the boat has a cockpit opening aft to the sea the boat shall comply with one of the following:

- a) the companionway sill shall not extend below the local sheerline. Or
- b) be in full compliance with all aspects of ISO 11812 to design category A

3.08.6

For boats with a cockpit closed aft to the sea where the companionway hatch extends below the local sheerline, the companionway shall be capable of being blocked off up to the level of the local sheerline, provided that the companionway hatch shall continue to give access to the interior with the blocking devices (e.g., washboards) in place

3.09 Cockpits - Attention is Drawn to ISO 11812

3.09.1

Cockpits shall be structurally strong, self-draining quickly by gravity at all angles of heel and permanently incorporated as an integral part of the hull.

3.09.2

Cockpits must be essentially watertight, that is, all openings to the hull must be capable of being strongly and rigidly secured

3.09.3

A bilge pump outlet pipe shall not be connected to a cockpit drain . See OSR 3.09.8 for cockpit drain minimum sizes

3.09.4

A cockpit sole shall be at least 2% LWL above LWL (or in IMS yachts first launched before 1/03, at least 2% L above LWL)

3.09.5

A bow, lateral, central or stern well shall be considered a cockpit for the purposes of OSR 3.09

3.09.6

In cockpits opening aft to the sea structural openings aft shall be not less in area than 50% maximum cockpit depth x maximum cockpit width.

3.09.7 Cockpit Volume

- i) earliest of age or series date before April 1992

the total volume of all cockpits below lowest coamings shall not exceed 6% (LWL x maximum beam x freeboard abreast the cockpit).

- ii) earliest of age or series date April 1992 and after

as above for the appropriate category except that "lowest coamings" shall not include any aft of the FA station and no extension of a cockpit aft of the working deck shall be included in calculation of cockpit volume

IMS-rated boats may instead of the terms LWL, maximum beam, freeboard abreast the cockpit, use the IMS terms L, B and FA.

3.09.8 Cockpit Drains

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

- a)

in yachts with earliest of age or series date before 1/72 or in any yacht under 8.5m (28ft) LOA - at least that of 2 x 25mm diameter (one inch) unobstructed openings or equivalent

- b)

in yachts with earliest of age or series date 1/72 and later - at least that of 4 x 20mm diameter (3/4

inch) unobstructed openings or equivalent

US SAILING prescribes that cockpit drains shall be accessible for cleaning.

3.10 Sea Cocks or Valves

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

3.11 Sheet Winches

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

3.12 Mast Step

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

3.14 Pulpits, Stanchions, Lifelines

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

a)

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

3.14.3 The following shall be provided:

a)

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

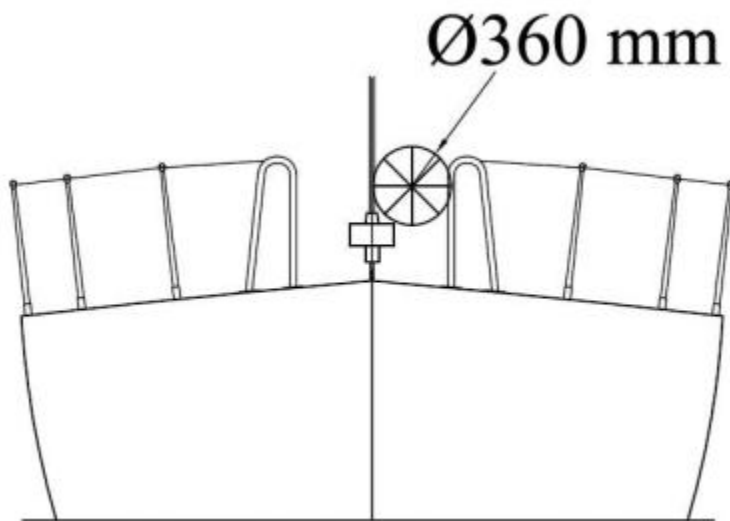


Figure 2 -

Diagram Showing Pulpit Opening

b)

a stern pulpit, or lifelines arranged as an adequate substitute, with vertical openings conforming to Table 7

c)

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

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

- e) Openable upper rails in bow pulpits shall be secured shut whilst racing
- f) Pulpits and stanchions shall be permanently installed. When there are sockets or studs, these shall be through-bolted, bonded or welded. The pulpit(s) and/or stanchions fitted to these shall be mechanically retained without the help of the life-lines. Without sockets or studs, pulpits and/or stanchions shall be through-bolted, bonded or welded.
- g) The bases of pulpits and stanchions shall not be further inboard from the edge of the appropriate working deck than 5% of maximum beam or 150 mm (6 in), whichever is greater.
- h) Stanchion or pulpit or pushpit bases shall not be situated outboard of a working deck. For the purpose of this rule the base shall be taken to include a sleeve or socket into which the tube is fitted but shall exclude a baseplate which carries fixings into the deck or hull.
- i) Provided the complete lifeline enclosure is supported by stanchions and pulpit bases effectively within the working deck, lifeline terminals and support struts may be fixed to a hull aft of the working deck
- j) Lifelines need not be fixed to a bow pulpit if they terminate at, or pass through, adequately braced stanchions set inside and overlapping the bow pulpit, provided that the gap between the upper lifeline and the bow pulpit does not exceed 150 mm (6 in).
- k) Lifelines shall be continuous and fixed only at (or near) the bow and stern. However a bona fide gate shall be permitted in the lifelines on each side of a yacht. Except at its end fittings, the movement of a lifeline in a fore-and-aft direction shall not be constrained. Temporary sleeving in 3.14.6 (c) shall not modify tension in the lifeline.
- l) Stanchions shall be straight and vertical except that:-
- i) within the first 50 mm (2 in) from the deck, stanchions shall not be displaced horizontally from the point at which they emerge from the deck or stanchion base by more than 10 mm (3/8 in), and
- ii) stanchions may be angled to not more than 10 degrees from vertical at any point above 50 mm (2 in) from the deck.
- m) *It is strongly recommended that designs also comply to ISO 15085*

3.14.5 Lifeline Height, Vertical Openings, Number of Lifelines

TABLE 7

LOA	earliest of age/series date	minimum requirements
under 8.5 m(28 ft)	before January 1992	taut single lifeline at a height of no less than 450 mm (18 in) above the working deck. No vertical opening shall exceed 560 mm (22 in).
under 8.5 m(28 ft)	January 1992 and after	as for under 8.5 m(28 ft) in table 7 above, except that when an intermediate lifeline is fitted no vertical opening shall exceed 380 mm (15 in).
8.5 m (28 ft) and over	before January 1993	taut double lifeline with upper lifeline at a height of no less than 600 mm (24 in) above the working deck. No vertical opening shall exceed 560 mm (22 in)
8.5 m (28	January 1993	as 8.5 m (28 ft) and over in Table 7 above, except that no vertical opening

ft)and and after shall exceed 380 mm (15 in).
over

all all on yachts with intermediate lifelines the intermediate line shall be not less than 230 mm (9 in) above the working deck **and shall be of the same construction and general arrangements as required for the upper.**

3.14.6 Lifeline Minimum Diameters, Required Materials, Specifications

a)

BROC prescribes that lifelines shall be of stranded stainless steel and follow the minimum dimensions as per OSR 3.14.6 Table 8. That is, the use of Dyneema rope lifelines is prohibited.

b) *The minimum diameter of all lifelines is specified in table 8 below.*

c)

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

d) *When stainless wire is used, Grade 316 is recommended.*

f)

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

g)

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

TABLE 8

LOA	Minimum wire or rope diameter
under 8.5 m (28ft)	3 mm (1/8 in)
8.5m - 13 m	4 mm (5/32 in)
over 13 m (43 ft)	5 mm (3/16 in)

3.14.7 Pulpits, Stanchions, Lifelines - Limitations on Materials

TABLE 9

Earliest of Age or Series Date Detail

before January 1987	carbon fibre is not recommended in stanchions pulpits and lifelines.
January 1987 and after	stanchions, pulpits and lifelines shall not be made of carbon fibre.

3.17 Toe Rail or Foot - Stop

3.17.1

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

3.17.2 The following variations shall apply:-

TABLE 10

LOA	Earliest of Age or Series Date	Minimum Requirements
any	before January 1981	a toe rail minimum height of 20 mm (3/4 in) is acceptable.
any	before January 1994	an additional lifeline of minimum height 25 mm (1 in) and maximum height 50 mm (2 in) is acceptable in lieu of a toe rail (but shall not count as an intermediate lifeline).

any January 1994 and the toe rail shall be fitted as close as practicable to the vertical axis of stanchion
after bases but not further inboard than 1/3 the local half-beam.

3.18 Toilet

3.18.1 A toilet, permanently installed

3.19 Bunks

3.19.2 Bunks, permanently installed

3.20 Cooking Facilities

3.20.1

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

3.21 Drinking Water Tanks & Drinking Water

3.21.1 Drinking Water Tanks

a) A yacht shall have a permanently installed delivery pump and water tank(s):

ii dividing the water supply into at least two compartments

BROC prescribes that OSR 3.21.1(a)ii shall not apply. Drinking water may be carried in one or more permanently-installed tanks.

3.21.2 Drinking Water

BROC prescribes that a minimum of five (5) US gallons (19 liters) of fresh water shall be carried for each person aboard

3.21.3 Emergency Drinking Water

a)

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

3.22 Hand Holds

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

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

3.23 Bilge Pumps and Buckets

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

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

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

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

3.23.5 The following shall be provided:

a)

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

f)

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

3.24 Compass

3.24.1 The following shall be provided:-

- a) a marine magnetic compass, independent of any power supply, permanently installed and correctly adjusted with deviation card, and
- b) a magnetic compass independent of any power supply, capable of being used as a steering compass which may be hand-held

3.25 Halyards.

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

Boom Support.

US SAILING prescribes that some means must exist to prevent the boom from dropping if support from the mainsail and/or halyard fails. Topping lifts or supporting vang are acceptable for this purpose.

3.27 Navigation Lights (see OSR 2.03.3)

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

3.27.2

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

3.27.3 Navigation light intensity

TABLE 11

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

US SAILING prescribes that in the US compliance with the recommendations of COLREGS shall suffice in satisfying these regulations. COLREGS requirements are as follows;

TABLE 14

<i>LOA</i>	<i>Light Luminous</i>	<i>Minimum Range of Visibility</i>
<i>under 39.4 ft</i>	<i>Side 0.9 candelas</i>	<i>1 mile</i>
	<i>Stern 4.3 candelas</i>	<i>2 miles</i>
<i>39.4 ft and above and less than 164 ft</i>	<i>Side 4.3 candelas</i>	<i>2 miles</i>
	<i>Stern 4.3 candelas</i>	<i>2 miles</i>

3.27.4

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

3.27.4 lights above, with a separable power source, and wiring or supply system essentially separate from that used for the normal navigation lights

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

3.28 Engines, Generators, Fuel

3.28.1 Propulsion Engines

a)

Engines and associated systems shall be installed in accordance with their manufacturers' guidelines

and shall be of a type, strength, capacity, and installation suitable for the size and intended use of the yacht.

b)

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

c)

A propulsion engine required by Special Regulations shall provide a minimum speed in knots of $(1.8 \times \text{square root of LWL in metres})$ or $(\text{square root of LWL in feet})$

e) An inboard propulsion engine shall be provided for yachts

3.28.2 Generator

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

3.28.3 Fuel Systems

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

The propulsion engine shall have a minimum amount of fuel which may be specified in the Notice of Race but if not, shall be sufficient to be able to meet charging requirements for the duration of the race and to motor at the above minimum speed for at least 8 hours

b)

BROC prescribes that sufficient fuel shall be carried to provide a cruising range under power of at least 100 nautical miles after finishing.

3.28.4 Battery Systems

a)

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

b)

All rechargeable batteries on board shall be of the sealed type from which liquid electrolyte cannot escape. Other types of battery installed on board at 1/12 may continue in use for the remainder of their service lives.

BROC prescribes that the yacht's permanently installed batteries should be of the closed or gel cell or AGM type.

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

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

3.29.1 The following shall be provided:

a) A marine radio transceiver (or if stated in the Notice of Race, an installed satcom terminal), and
i an emergency antenna when the regular antenna depends upon the mast.

b) When the marine radio transceiver is VHF:

i it shall have a rated output power of 25W

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

iii

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

140-230ft - type LMR600 (uses special connectors, available from US supplier Times Microwave).

iv

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

BROC prescribes that all installed DSC-capable VHF radios shall be connected to a EPFS source (e.g., GPS). All yachts should review the emergency features of DSC, including the response to a DSC Distress Call.

BROC prescribes that both VHF transceivers shall be operable in "international" channel mode.

BROC prescribes that all yachts shall carry a satellite telephone that: (a) is programmed to operate with a satellite communications provider of continuous, uninterrupted signals for two-way voice communications on the western North Atlantic Ocean; (b) is powered by, or re-chargeable from, the vessel's electrical system; (c) is operable below decks using a mounted external antenna; (d) shall remain "on" and ready to accept incoming voice calls, except when making necessary intermittent data connections, commencing on the day before the start until the vessel arrives at a port; and (e) has a telephone number filed with the BROC before the close of Newport Check-in.

BROC prescribes that yachts should carry a properly installed marine Single Sideband transceiver (SSB) capable of operating on upper sideband on the frequencies listed in the table entitled "SSB Frequencies" under the BROC prescription to 3.29.1(b). The transceiver should remain on, tuned to 4125 kilohertz, and be ready to receive transmissions between 6:00 AM and 8:00 AM and 6:00 PM and 8:00 PM (all EDT) each day until the vessel arrives at a port.

e)

A hand-held marine VHF transceiver, watertight or with a waterproof cover. When not in use to be stowed in a grab bag or emergency container (see OSR 4.21)

f)

Independent of a main radio transceiver, a radio receiver capable of receiving weather bulletins

BROC prescribes that all yachts shall carry a shortwave receiver able to receive upper sideband transmissions on the frequencies listed below in the table entitled "SSB Frequencies."

TABLE 15

	SSB Frequencies (kilohertz)			
Use	Channel	Ship Tx	Ship Rx	Type
Emergency		2182	2182	Simplex
Bermuda Radio		2049	2582	Duplex
USCG Working		2670	2670	Simplex
Watchkeeping	450	4125	4125	Simplex
Intership	452	4149	4149	Simplex
Offshore Weather	424	4134	4426	Duplex
Offshore Weather	601	6200	6501	Duplex
Watchkeeping	650	6215	6215	Simplex
Intership	652	6227	6227	Simplex
Watchkeeping	850	8291	8291	Simplex
Offshore Weather	816	8240	8764	Duplex
Offshore Weather	1205	12242	13089	Duplex
Watchkeeping	1250	12290	12290	Simplex
Offshore Weather	1625	16432	17314	Duplex
Working & Distress	1650	16420	16420	Simplex

i)

An EPFS (Electronic Position-Fixing System) (e.g., GPS)

n) An AIS Transponder

BROC prescribes that OSR 3.29.1(n) shall not apply.

BROC prescribes that an AIS Transponder is recommended and yachts should install and use an AIS Transponder conforming to the ISAF Regulations during the race and for the return trip.

3.29.2

Yachts are reminded that no reflector, active or passive, is a guarantee of detection or tracking by a vessel using radar.

a)

The attention of Persons in Charge is drawn to legislation in force or imminent affecting the territorial seas of some countries in which the carriage of an AIS set is or will be mandatory for certain vessels including relatively small craft.

SECTION 4 - PORTABLE EQUIPMENT & SUPPLIES for the yacht

(for water & fuel see OSR 3.21 and OSR 3.28)

4.01 Sail Letters & Numbers

4.01.1

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

4.01.2

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

4.02 Hull marking (colour blaze)

BROC prescribes that yachts should carry on deck a means of identifying the vessel to air/sea rescue personnel such as that recommended by the OSR or a removable placard.

4.02.1 To assist in SAR location:-

b)

Each yacht is recommended to show at least 1 m² of fluorescent pink or orange or yellow colour as far as possible in a single area on the coachroof and/or deck where it can best be seen

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

4.03 Soft Wood Plugs

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

4.04 Jackstays (Jacklines), Clipping Points and Static Safety Lines (Tethers)

4.04.1 The following shall be provided:

a) Jackstays (Jacklines):-

shall be provided-

i

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

ii

comprising stainless steel 1 x 19 wire of minimum diameter 5 mm (3/16 in), high modulus polyethylene (such as Dyneema/Spectra) rope or webbing of equivalent strength;

US SAILING prescribes that wire jackstays (jacklines) may be of configurations other than 1 X 19.

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

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

4.04.2 Clipping Points:-

shall be provided-

- a) attached to through-bolted or welded deck plates or other suitable and strong anchorage points adjacent to stations such as the helm, sheet winches and masts, where crew members work for long periods:-
- b) which, together with jackstays (jacklines) and static safety lines (tethers) shall enable a crew member-
 - i to clip on before coming on deck and unclip after going below;
 - ii whilst continuously clipped on, to move readily between the working areas on deck and the cockpit(s) with the minimum of clipping and unclipping operations.
- c) The provision of clipping points shall enable two-thirds of the crew to be simultaneously clipped on without depending on jackstays (jacklines)
- e) *Warning - U-bolts as clipping points - see OSR 5.02.1(a)*

4.05 Fire Extinguishers

Shall be provided as follows:

- 4.05.1 Fire extinguishers, at least two, readily accessible in suitable and different parts of the yacht
- 4.05.2 Fire Extinguishers, at least two, of minimum 2kgs each of dry powder or equivalent
- 4.05.4 A fire blanket adjacent to every cooking device with an open flame

4.06 Anchor(s)

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

- a) The following anchors shall be provided
 - i

For yachts of 8.5 m LOA (28 ft) and over there shall be 2 anchors together with a suitable combination of chain and rope, all ready for immediate use

4.07 Flashlight(s) and Searchlight(s)

4.07.1 The following shall be provided:-

- a) A watertight, high-powered searchlight, suitable for searching for a person overboard at night and for collision avoidance with spare batteries and bulbs, and
- b) a watertight flashlight with spare batteries and bulb

4.08 First Aid Manual and First Aid Kit

4.08.1 A suitable First Aid Manual shall be provided

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

- a) *International Medical Guide for Ships, World Health Organisation, Geneva*
- c) *Le Guide de la medecine a distance, by Docteur J Y Chauve, published by Distance Assistance BP33 F-La Baule, cedex, France.*
- e)

Skipper's Medical Emergency Handbook by Dr Spike Briggs and Dr Campbell Mackenzie
www.msos.org.uk

US SAILING endorses the above and additionally recommends the following manuals: Advanced First Aid by Peter Eastman, M.D., Cornell Maritime Press and A Comprehensive Guide to Marine Medicine

by Eric A. Weiss, M.D. and Michael E. Jacobs, M.D., Adventure Medical Kit.

4.08.2 A First Aid Kit shall be provided

4.08.3

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

4.09 Foghorn

A foghorn shall be provided

4.10 Radar Reflector

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

a) If a radar reflector is :

i

octahedral with triangular plates making up each pocket it must have a minimum diagonal measurement of 456 mm (18in).

ii

octahedral with circular sector plates making up each pocket it must have a minimum diameter of 304mm (12in).

iii

not octahedral it must have a documented RCS (radar cross-section) of not less than 10 m² at 0° elevation and be capable of performance around 360° in azimuth.

US SAILING prescribes that in the US, radar reflectors shall have a minimum documented "equivalent echoing area" of 6 sq. m. Octahedral reflectors shall have a minimum diameter of 12 inches.

The minimum effective height above water is 4.0 m (13 ft).

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

4.10.2

The most effective radar response from a yacht may be provided by an RTE (Radar Target Enhancer) which may be on board in addition to the required passive reflector. An RTE should conform to ISO 8729-2:2009. An RTE is strongly recommended.

b)

The display of a passive reflector or the operation of an RTE is for the Person in Charge to decide according to prevailing conditions.

4.10.3

When available, a passive radar reflector in compliance with ISO8729-1:2010 will offer improved performance over earlier models and has a size typified by a cylinder of not more than weight 5kg, height 750mm and diameter 300mm.

4.10.4

S (3GHz) band radar is often used by ships in bad weather to complement X (9GHz) band radar. On S (3GHz) band a passive reflector offers about 1/10 the response obtained on the X (9GHz) band. Unless specifically designed to operate in the S(3GHz) band, an RTE will provide no response at all.

4.11 Navigation Equipment

4.11.1 Charts

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

4.11.2 Reserve Navigation System

Navigators are recommended to carry a sextant with suitable tables and a timepiece or an adequate

reserve navigation system so that total reliance is not placed on dead-reckoning and a single form of EPFS (Electronic Position-Fixing System)

4.12 Safety Equipment Location Chart (Diagram)

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

4.13 Echo Sounder or Lead Line

4.13.1 An echo sounder or lead line shall be provided

4.14 Speedometer or Distance Measuring Instrument (log)

A speedometer or distance measuring instrument (log) shall be provided

4.15 Emergency Steering

4.15.1 Emergency steering shall be provided as follows:

a)

except when the principal method of steering is by means of an unbreakable metal tiller, an emergency tiller capable of being fitted to the rudder stock;

b)

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

4.16 Tools and Spare Parts

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

BROC prescribes that yachts should carry adequate rig cutters and/or two hacksaws plus six new blades, as well as two drift punches capable of driving out all standing rigging clevis pins. A hydraulic cutter is recommended for yachts with rod rigging.

4.17 Yacht's name

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

4.18 Marine grade retro-reflective material

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

4.19 EPIRBs

4.19.1 A 406 MHz EPIRB shall be provided

b)

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

c) Every 406 MHz EPIRB shall be properly registered with the appropriate authority.

d) Every ship's 406 MHz EPIRB shall be water and manually activated.

e)

EPIRBs should be tested in accordance with manufacturer's instructions when first commissioned and then at least annually.

f)

A list of registration numbers of 406 EPIRBs should be notified to event organizers and kept available for immediate use.

g)

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

h)

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

US SAILING requires the use of 406 EPIRBs (with or without GPS input), as USCG advises that rescue efforts will be launched immediately upon receipt of a distress signal from these units. USCG also advises that PLB and INMARSAT "E" transmissions are not monitored by U.S. Rescue Coordination Centers and that slight delays are likely to occur while the commercial ground stations forward an alert to the USCG.

4.20 Liferafts

4.20.1 Liferaft Construction and Packed Equipment

4.20.2

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

a)

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

b) for liferafts manufactured prior to January 2003 (1/06 in the U.S.), OSR Appendix A part I (ORC), or

c)

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

d) ISO 9650 Part I Type I Group A (ISO) when each liferaft shall contain at least a Pack 2 (<24h) and-
i shall have a semi-rigid boarding ramp, and

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

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

iv

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

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

US SAILING recommends that liferafts be equipped with insulated floors for events that take place in waters of less than 68 deg F (20deg C).

US SAILING prescribes that liferafts shall be equipped with canopies.

4.20.3 Liferaft Packing and Stowage

A Liferaft shall be either:-

a)

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

- b) packed in a transportable rigid container or canister or in a valise and stowed in a purpose-built rigid compartment containing liferaft(s) only and opening into or adjacent to the cockpit or working deck, or through a transom, provided that:-
- i each compartment is watertight or self-draining (self-draining compartments will be counted as part of the cockpit volume except when entirely above working deck level or when draining independently overboard from a transom stowage - see OSR 3.09) and-
 - ii the cover of each compartment is capable of being easily opened under water pressure, and-
 - iii the compartment is designed and built to allow a liferaft to be removed and launched quickly and easily, or-
 - iv in a yacht with age or series date before June 2001, a liferaft may be packed in a valise not exceeding 40kg securely stowed below deck adjacent to a companionway.
- c) The end of each liferaft painter should be permanently made fast to a strong point on board the yacht.

4.20.4 Liferaft Launching

- a) Each raft shall be capable of being got to the lifelines or launched within 15 seconds.
- b)

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

4.20.5 Liferaft Servicing and Inspection

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

- a) Certificates or copies, of servicing and/or inspection shall be kept on board the yacht. Every SOLAS liferaft and every valise-packed liferaft shall have a valid annual certificate of new or serviced status from the manufacturer or his approved service station.
- b) A liferaft built to OSR Appendix A part I ("ORC") packed in a rigid container or canister shall either be serviced annually or may, when the manufacturer so specifies, be inspected annually (not necessarily unpacked) provided the yacht has on board written confirmation from the manufacturer's approved service station stating that the inspection was satisfactory.
- c) A liferaft built to OSR Appendix A part II ("ISAF") packed in a rigid container or canister shall either be serviced annually or may, when the manufacturer so specifies, have its first service no longer than 3 years after commissioning and its second service no longer than 2 years after the first. Subsequent services shall be at intervals of not more than 12 months.
- d)

A liferaft built to ISO 9650 Part 1 Type Group A, packed in a rigid container or canister shall be serviced in accordance with the manufacturer's instructions but NOT less frequently than every three years

e)

A liferaft built to ISO 9650 Part 1 Type Group A packed in a valise shall be inspected annually by an approved manufacturer's agent and serviced in accordance with the manufacturer's instructions but NOT less frequently than every three years.

f) Liferaft servicing certificates shall state the specification that the liferaft was built to. See OSR 4.20.2

4.21 Grab Bags

4.21.2 Grab Bags to Accompany Liferafts

BROC prescribes that all yachts shall carry an abandon-ship grab bag or bags to accompany each life raft. Yachts should be guided by OSR 4.21.3 in determining the contents of the grab bag(s).

a)

A yacht is recommended to have for each liferaft, a grab bag with the following minimum contents. A grab bag should have inherent flotation, at least 0.1 m² area of fluorescent orange colour on the outside, should be marked with the name of the yacht, and should have a lanyard and clip.

b)

Note: it is not intended to duplicate in a grab bag items required by other OSRs to be on board the yacht - these recommendations cover only the stowage of those items

BROC prescribes that careful consideration should be given to the contents of the abandon ship grab bag required by this prescription. The contents should include at least the following: a spare sea anchor (larger than is packed in the raft), a VHF designated as waterproof by the manufacturer, a 406Mhz EPIRB, a signaling whistle, sunburn cream, fishing tackle, extra sponges, plastic bags, water makers (desalinators), repair kits capable of working when the raft is wet, six emergency buoyancy tube leak stopping plugs, and other safety equipment recommended by the OSR. Pre-Race abandon ship drills should emphasize getting life rafts to the rail from stowage areas and procedures for not deploying them until the last minute, just before leaving the yacht. Personnel should be reminded to wear floatation, harnesses and safety lines when abandoning ship. Pre-Race training should include procedures for righting an overturned raft. Care shall be taken to ensure that the weight of the contents of any single grab bag does not exceed the inherent floatation capacity of the bag.

4.21.3 Grab Bag Recommended Contents

a)

2 red parachute and 2 red hand flares and cyalume-type chemical light sticks (red flares compliant with SOLAS)

b) *watertight hand-held EPFS (Electronic Position-Fixing System) (eg GPS) in at least one of the grab bags carried by a yacht*

c) *SART (Search and Rescue Transponder) in at least one of the grab bags carried by a yacht*

d) *a combined 406MHz/121.5MHz or type "E" EPIRB (see OSR 4.19.1) in at least one of the grab bags carried by a yacht*

e) *water in re-sealable containers or a hand-operated desalinator plus containers for water*

f) *a watertight hand-held marine VHF transceiver plus a spare set of batteries*

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

h) *dry suits or thermal protective aids or survival bags*

i)

second sea anchor for the liferaft (not required if the liferaft has already a spare sea anchor in its pack) (recommended standard ISO 17339) with swivel and >30m line diameter >9.5 mm

j) two safety tin openers (if appropriate)

k)

first-aid kit including at least 2 tubes of sunscreen. All dressings should be capable of being effectively used in wet conditions. The first-aid kit should be clearly marked and re-sealable.

l) signalling mirror

m) high-energy food (min 10 000kJ per person recommended for Cat Zero)

n) nylon string, polythene bags, seasickness tablets (min 6 per person recommended)

o) watertight hand-held aviation VHF transceiver (if race area warrants)

4.22 Lifebuoys

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

a)

a lifebuoy with a self-igniting light and a drogue or a lifesling with a self-igniting light and without a drogue.

For Categories 0,1,2,3 US SAILING prescribes that the lifebuoy in OSR 4.22.1 a) above shall be a Lifesling (without a drogue), equipped with a self-igniting light within easy reach of the helmsman and ready for instant use. (See Appendix D).

b)

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

i a whistle, a drogue, a self-igniting light and

ii

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

4.22.2

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

4.23.3

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

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

4.22.5 *It is recommended that the colour of each lifebuoy be a safety colour in the yellow-red range.*

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.

Red Parachute Flares LSA III 3.1	Red Hand Flares LSA III 3.2	Orange Smoke LSA III 3.3	Race Category
6	4	2	Mo 1

4.24 Heaving Line

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

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

US SAILING prescribes that the heaving line be of 1/4 in. (6 mm) minimum diameter, floating, UV-inhibited and readily accessible to the cockpit.

4.25 Cockpit Knife

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

4.26 Storm & Heavy Weather Sails

4.26.1 Design

a)

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

4.26.2 High Visibility

a)

Every storm jib shall either be of highly-visible coloured material (e.g. dayglo pink, orange or yellow) or have a highly-visible coloured patch at least 50% of the area of the sail (up to a maximum diameter of 3m) added on each side; and also that a rotating wing mast should have a highly-visible coloured patch on each side. A storm sail purchased after January 2014 shall have the material of the body of the sail a highly-visible colour.

4.26.3 Materials

a)

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

b)

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

4.26.4 The following shall be provided:-

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

b)

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

Storm and heavy weather jib areas shall be calculated as: $(0.255 \times \text{luff length} \times (\text{luff perpendicular} + 2 \times \text{half width}))^*$ To apply to sails made in January 2012 and after.

c)

a storm trysail which shall be capable of being sheeted independently of the boom with trysail area not greater than $17.5\% \text{ mainsail hoist (P)} \times \text{mainsail foot length (E)}$. The storm trysail area shall be measured as $(0.5 \times \text{leech length} \times \text{shortest distance between tack point and leech})$. The storm trysail shall have neither headboard nor battens, however a storm trysail is not required in a yacht with a rotating wing mast which can adequately substitute for a trysail. The method of calculating area applies to sails made in January 2012 and after.

US SAILING prescribes that a storm trysail shall be capable of being attached to the mast.

d)

the storm trysail as required by OSR 4.26.4 (c) shall have the yacht's sail number and letter(s) shall be placed on both sides of the trysail (or on a rotating wing mast as substitute for a trysail) in as large a

size as practicable;

e)

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

f)

in addition to the storm jib required by OSR 4.26.4 (e), a heavy-weather jib (or heavy-weather sail in a yacht with no forestay) of area not greater than 13.5% height of the foretriangle squared and without reef points;

h)

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

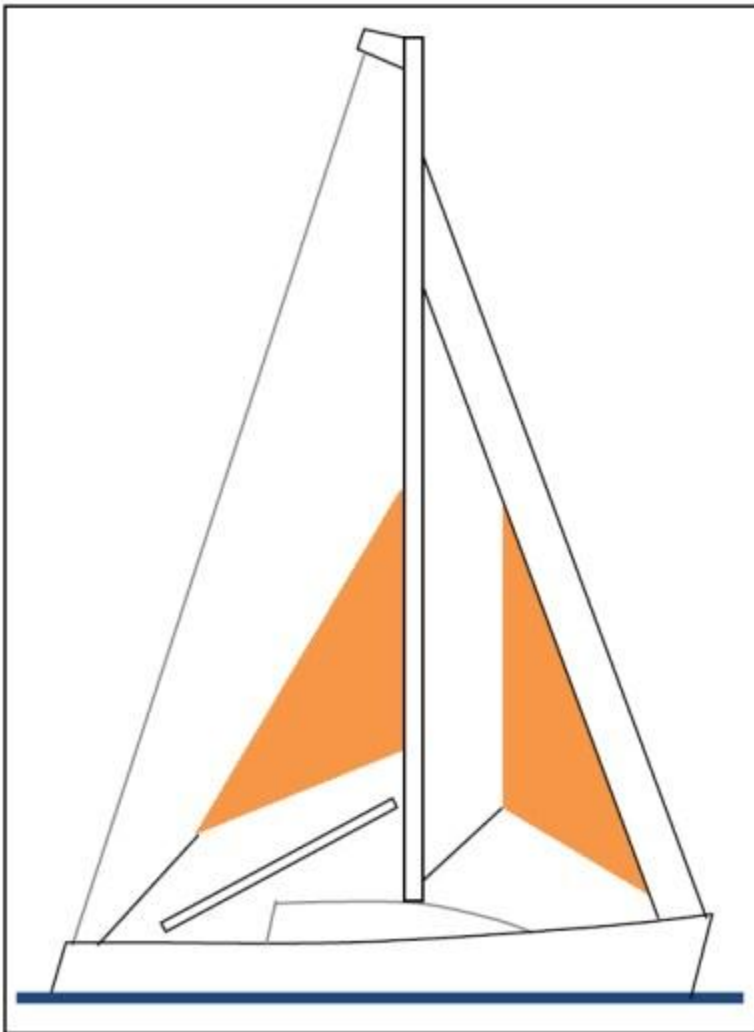
i)

A trysail track should allow for the trysail to be hoisted quickly when the mainsail is lowered whether or not the mainsail is stowed on the main boom.

It is strongly recommended that a boat has either a dedicated trysail track permanently installed with the entry point accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail.

k)

-
It is strongly recommended that an inner forestay is provided either permanently installed or readily set up, on which to set the storm jib.



In addition, US SAILING prescribes mainsail reefing to reduce the luff by at least 10% for sails built after 1 January 1997.

BROC prescribes that storm sails should have permanently-attached sheets.

4.27 Drogue, Sea Anchor

BROC prescribes that an appropriately-sized heavy weather drogue or sea anchor should be aboard, stowed and ready for easy deployment.

4.27.1

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

4.28 Man Overboard Alarm

4.28.3

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

4.29 Safety Manual

BROC prescribes that all yachts should maintain and carry a printed yacht manual documenting all safety and sailing procedures.

SECTION 5 - PERSONAL EQUIPMENT

5.01 Lifejacket

US SAILING prescribes for Categories 0,1,2,and 3: either a lifejacket defined in OSR 5.01.1 (See Note 1), or a USCG approved Type I non-inflatable personal flotation device (PFD), or a USCG approved yoke-type inflatable with 33lb (150N) or greater buoyancy with or without crotch strap, face guard, or buddy line. Each inflatable PFD shall be inflated and inspected annually. Service dates shall be marked on each PFD. It is recommended that all inflatable PFDs be integrated with safety harnesses (see OSR 5.02) (See Note 2).

US SAILING Note 1: ISO 12402 is not currently approved by the USCG. Boats operating in US waters are not exempt from USCG requirements.

US SAILING Note 2: Many inflatable PFD's with built-in harnesses are designed for people greater than 5' 5" in height and are potentially dangerous if you are below that height.

US SAILING Note 3: Inflatable PFDs with the required buoyancy will generally have inflation cylinders containing 33g or more of CO₂.

US SAILING Note 4: "Yoke-type" is defined as a PFD that is designed to keep its wearer face-up and head-up in the water and that provides buoyancy in front of the chest and behind the neck immediately when inflated

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

a)

i *In accordance with ISO 12402 – 3 (Level 150) or equivalent, including EN 396 or UL 1180*

ii

Lifejackets manufactured after 1 January 2012 shall be in accordance with ISO 12402–3 (Level 150) and shall be fitted with:-

• an emergency light in accordance with either ISO 12402-8 or SOLAS LSA code 2.2.3.

• a sprayhood in accordance with ISO 12402-8.

• a full deck safety harness in accordance with ISO 12401 (ISO 1095) including a crotch or thigh strap (holding down device) as specified in ISO 12401 (ISO 1095).

• If of an inflatable type either

(a) automatic, manual and oral inflation or

(b) manual and oral inflation

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

- b) fitted with either a crotch strap(s) / thigh straps or a full safety harness in accordance with ISO 12401.
Note: The function of lifejacket crotch/thigh straps is to hold the buoyancy element down. A crew member before a race should adjust a lifejacket to fit then retain that lifejacket for the duration of the race. Correct adjustment is fundamental to the lifejacket functioning correctly.
- c) fitted with a lifejacket light in accordance with SOLAS LSA code 2.2.3 (white, >0.75 candelas, >8 hours),
- d) if inflatable have a compressed gas inflation system,
- e) if inflatable, regularly checked for gas retention,
- f) compatible with the wearer's safety harness,
- g) clearly marked with the yacht's or wearer's name,
It is strongly recommended that a lifejacket has:
- j) *a splashguard / sprayhood See ISO 12402 – 8,*
- k) *a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority)*
- l) *if of a gas inflatable type, a spare cylinder and if appropriate a spare activation head*

US SAILING prescribes that all personnel on deck shall wear properly fitted personal flotation while starting and finishing. At other times during the race, flotation shall be worn on deck except when the Captain of the boat directs that it may be set aside.

BROC prescribes that the US SAILING prescription to this rule regarding personal flotation “while starting and finishing” shall not apply.

BROC prescribes that bulky lifejackets should be avoided in favor of inflatable types and vests that meet the requirements of the OSR and their prescriptions.

US SAILING note: As is true of all of these regulations, the prescriptions above do not necessarily replace the requirements of other governing authorities.

5.01.4 The Person in Charge shall personally check each lifejacket at least once annually.

5.02 Safety Harness and Safety Lines (Tethers)

BROC prescribes that safety harnesses and lifejackets shall be worn while on deck: (a) from sunset to sunrise; and/or (b) when the mainsail is reefed or being reefed.

BROC prescribes that crewmembers on deck should wear a safety harness, an inflatable lifejacket equipped with a whistle, white strobe light, along with crotch/thigh straps. BROC reminds sailors that the US SAILING Prescription OSR 5.02.4 requires safety harnesses and lifejackets to be worn on deck from sundown to sun up.

BROC prescribes that safety lines (tethers) should have release-under-tension snaphooks at the body and be attached to non/low stretch jackstays (jacklines) or strong attachment points. Extra safety lines (tethers) should be provided for stations where handholds are not within easy reach.

5.02.1

Each crew member shall have a harness and safety line (tether) that complies with ISO 12401 or equivalent with a safety line (tether) not more than 2m in length.

Harnesses and safety lines (tethers) manufactured prior to Jan 2010 shall comply with either ISO 12401

or EN 1095.

Harnesses and safety lines (tethers) manufactured prior to Jan 2001 are not permitted.

US SAILING prescribes that harnesses and safety lines (tethers) manufactured prior to Jan 2001 are not recommended in the U.S.

a)

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

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

- a) a safety line (tether) not more than 1m long, or
- b) a mid-point snaphook on a 2m safety line (tether)

5.02.3

A safety line (tether) purchased in January 2001 or later shall have a coloured flag embedded in the stitching, to indicate an overload. A line which has been overloaded shall be replaced as a matter of urgency.

5.02.4 A crew member's lifejacket and harness shall be compatible

US SAILING prescribes that the safety harness may be integrated with an inflatable personal floatation device (see OSR 5.01) and recommends that such devices be employed whenever conditions warrant, and always in rough weather, on cold water, or at night, or under conditions of reduced visibility or when sailing short-handed.

US SAILING prescribes that safety harnesses and PFD's shall be worn on Category 0 and 1 races from sundown to sun up while on deck.

5.02.5 *It is strongly recommended that:-*

- a) *static safety lines (tethers) should be securely fastened at work stations;*
- b)

A harness should be fitted with a crotch strap or thigh straps. Crotch straps or thigh straps together with related fittings and fixtures should be strong enough to lift the wearer from the water.

c)

to draw attention to wear and damage, stitching on harness and safety lines (tethers) should be of a colour contrasting strongly with the surrounding material;

d)

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

e)

a crew member before a race should adjust a harness to fit then retain that harness for the duration of the race.

5.02.6

Warning - a safety line and safety harness are not designed to tow a person in the water and it is important that the shortest safety line (tether) length possible be used with a harness to minimise or eliminate the risk of a person's torso becoming immersed in water outside the boat, especially when working on the foredeck. 1m safety lines (tethers) or the midpoint snaphook on a 2m line should be used for this purpose. The diligent use of a properly adjusted safety harness and the shortest safety line (tether) practicable is regarded as by far the most effective way of preventing man overboard incidents.

5.04 Foul Weather Suits

b)

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

5.07 Survival Equipment

d)

Attention is drawn to the value of keeping on the person a combined 406MHz/121.5MHz PLB when on deck: this may aid location in a man overboard incident independent of the equipment carried by the parent vessel

e)

All PLB units, as with other types of EPIRB, should be properly registered with the appropriate authority

5.09 Annual Man-Overboard Practice

US SAILING prescribes that the "Quick-Stop" man-overboard procedure shall be practiced aboard the yacht at least once annually. A certificate of such practice shall be signed by participating crew members and kept aboard the yacht.

5.10 CPR Training

US SAILING recommends that at least two members of the crew be currently certified in cardiopulmonary resuscitation.

5.11 Preventer or Boom Restraining Device

US SAILING recommends that a preventer or boom restraining device should be rigged in such a manner that attachment can be easily and quickly made, with the boom fully extended (running) without leaving the deck or leaning overboard. A process and plan for its use should be part of the crew's training and practice. Recommended for all boats in all categories.

BROC prescribes that the preventer or boom restraining device shall be installed and demonstrated at the time of the yacht's Pre-Race Inspection. A process and plan for its use shall be part of the crew's training and practice.

SECTION 6 - TRAINING

BROC prescribes that all competitors should attend the CCA Safety-at-Sea Seminar and Pre-Race Briefing to be held in Newport on March 17, 2012 (on March 18 there is a Race Preparations Seminar, a First Aid and CPR Course, and a Hands On Training Course) or other sanctioned Safety-at-Sea Seminar.

6.01

At least 30% but not fewer than two members of a crew, including the skipper, shall have undertaken training within the five years before the start of the race in both 6.02 topics for theoretical sessions, and 6.03 topics which include practical, hands-on sessions.

BROC prescribes that: (1) the crew satisfying OSR 6.01 shall include the navigator or watch captain, and (2) training under OSR 6.03 is recommended but not required.

6.01.3

It is strongly recommended that all crew members should undertake training as in OSR 6.01 at least once every five years

6.01.4

Except as otherwise provided in the Notice of Race, an in-date certificate gained at an ISAF Approved Offshore Personal Survival Training course shall be accepted by a race organizing authority as evidence of compliance with Special Regulation 6.01. See Appendix G - Model Training Course, for further details.

6.02 Training Topics for Theoretical Sessions

6.02.1 care and maintenance of safety equipment

- 6.02.2 storm sails
- 6.02.3 damage control and repair
- 6.02.4 heavy weather - crew routines, boat handling, drogues
- 6.02.5 man overboard prevention and recovery
- 6.02.6 giving assistance to other craft
- 6.02.7 hypothermia
- 6.02.8 SAR organisation and methods
- 6.02.9 weather forecasting

US SAILING prescribes that training under this regulation (OSR 6.02) shall take place in a program that is approved by US SAILING and that shall require a minimum of 8 hours. Competitors who are members of other National Governing Bodies may demonstrate that they have completed such training in accordance with the requirements of those organizations.

6.03 Training Topics for Practical, Hands-On Sessions

- 6.03.1 liferafts and lifejackets
- 6.03.2 fire precautions and use of fire extinguishers
- 6.03.3 communications equipment (VHF, GMDSS, satcomms, etc.)
- 6.03.4 pyrotechnics and EPIRBs

6.04 Routine Training On-Board

6.04.1

It is recommended that crews should practice safety routines at reasonable intervals including the drill for man-overboard recovery

BROC prescribes that the Captain and not less than 80% of the crew of each yacht shall, prior to the start of the race, participate in on-board training, including man overboard practice, sailing with the storm trysail, use of the life raft, lifejackets, safety harnesses and main boom preventer, communications equipment, pyrotechnics, EPIRBs, fire prevention, fire fighting and the procedures for abandoning ship, dismasting and rudder/steering loss or failure. Participating crew shall sign the On Board Training Certificate printed from the online source.

6.04.2

BROC prescribes that yachts shall be able to demonstrate the ability to return to a man-overboard in reasonable time, to the satisfaction of the BROC.

6.04.3

BROC prescribes that the Captain and 100% of the crew shall attend a meeting aboard the yacht on the day of her start before her warning signal, during which meeting: (a) The Captain or designee shall review safety topics he or she deems appropriate, including, at a minimum, a description of the yacht's policy and applicable rules regarding the use of lifejackets, harnesses and tethers as required herein and by the OSR; and (b) The entire yacht's complement shall don lifejackets, harnesses, and tethers; and then mark and stow the gear below decks where they will have individual access to it once underway.

The Captain shall certify compliance with this prescription on the Certificate of Compliance to be submitted at Bermuda Check-In (NOR 14.4).

6.05 Medical Training

At least two members of the crew

shall have a first aid certificate completed within the last five years meeting any of the following requirements:

- i *A certificate listed on the ISAF website www.sailing.org/specialregs of MNA recognised courses*
- ii *STCW 95 First Aid Training complying with A-VI/1-3 – Elementary First Aid or higher STCW level*

BROC prescribes that training under OSR 6.01 is recommended but not required of the crew members satisfying OSR 6.05.2. BROC prescribes that in addition to 6.05.2, competitors should be adequately prepared for offshore medical contingencies, with appropriate crew training and medical kits. For reference, see the Fleet Surgeon's Memorandum, found on the Race Resources and Information section of the Official Materials tab on the race website.

6.05.4 *An example model first aid training course is included in Appendix N.*

APPENDICES TO SPECIAL REGULATIONS

Appendix E - Hypothermia

BROC prescribes that crew on deck during rough, cold or otherwise inclement weather should wear clothing to protect them from hypothermia.

Appendix K - Moveable and Variable Ballast

BROC prescribes that yachts with movable ballast (water or cant keel) shall comply with Appendix K.

APPENDIX M - Hull Construction Standards (Scantlings) (Monohulls pre-2010 and Multihulls)

m1

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

TABLE 2

LOA Earliest of Age or Series Date Race Category

all	January 1986 and after	MoMu0,1
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m2

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

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

b)

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

c)

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

d)

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

m3

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

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