



Royal Ocean Racing Club

Notice of Race 2014





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1st RORC Caribbean 600, 2012, 2013
RORC Yacht of the Year 2009

NOTICE OF RACE

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

DEFINITIONS

Class - The term *Class* includes IRC, ORC and MOCRA rating systems, or appropriate One-Design Classes.

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

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

Documents Page - can be found at <http://remus.rorc.org/documents/>

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

Inshore Regatta - *Inshore Regattas* in 2014 are the RORC Easter Challenge, the IRC National Championship and the Brewin Dolphin Commodores' Cup.

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

Offshore Race - *Offshore Races* are Category 0, 1, 2 and 3 races identified as part of the RORC Season's Points Championship. See NoR 1.1 Programme.

Rating Deadline - is the latest date by which a valid Rating or Class Certificate shall be issued to the boat.

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

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

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

Service Yacht - is one which is crewed by regular serving personnel of the Armed Services, affiliated to or approved for this purpose by the Association of Services Yacht Clubs, but may include one non-serving owner or owner's representative.

TERMINOLOGY

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

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

A sidebar and red colour indicates a significant change for 2014

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Note:

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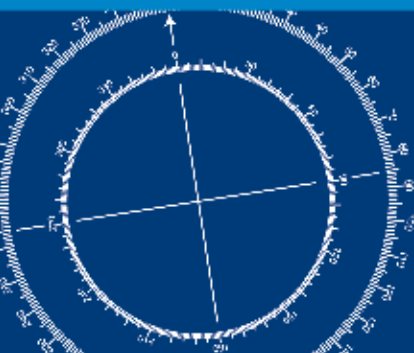
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PART 1 – GENERAL RULES

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

ORGANISING AUTHORITY

The Organising Authority is the Royal Ocean Racing Club (RORC).



1.1 PROGRAMME

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

Race	Date	Destination/Location	Distance	Points Factor
RORC Caribbean 600 §	Mon 24 February	Antigua	600	1.4
Rolex China Sea Race*	Wed 16 – Mon 21 April	Hong Kong - Philippines	565	-
RORC Easter Challenge	Fri 18 – Sun 20 April	Cowes	-	-
Cervantes Trophy Race	Sat 3 May	Cowes - Le Havre	95 – 140	1.0
Myth of Malham Race	Sat 24 May	Cowes - Round Eddystone	230	1.2
North Sea Race	Fri 30 May	Harwich - Scheveningen	210	1.2
De Guingand Bowl Race	Sat 7 June	Cowes - Round Marks – Solent Finish	100 – 120	1.0
IRC National Championship	Fri 13 – Sun 15 June	Cowes	-	-
Morgan Cup Race	Fri 27 June	Cowes - Dartmouth via marks	90 – 120	1.0
Round Ireland Race*	Sat 28 June	Wicklow	704	1.4
Cowes Dinard St Malo Race	Fri 11 July	Cowes – Dinard/St Malo	175	1.0
East Coast Race*	Sat 19 July	West Mersea - Breskens	120	1.0
Brewin Dolphin Commodores' Cup §	Sat 19 – Sat 26 July	Cowes	-	-
Channel Race	Sat 26 July	Cowes - Round Marks – Solent Finish	100-120	1.0
Sevenstar Round Britain and Ireland Race	Sun 10 August	Cowes	1800	1.5
Cherbourg Race	Fri 5 September	Cowes – Cherbourg	75	1.0
Rolex Middle Sea Race*	Sat 18 October	Malta	606	1.4
Raja Muda Selangor International Regatta*	Fri 14 – Sat 22 November	Malaysia	-	-
RORC Transatlantic Race §	Sat 29 November	Lanzarote - Caribbean	2,700	-

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

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

1.2 RULES AND REGULATIONS

1.2.1 ENGLISH LAW

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

1.2.2 RACING RULES OF SAILING

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

1.2.3 NATIONAL AUTHORITY PRESCRIPTIONS

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

No other National Authority prescriptions shall apply.

1.2.4 CLASS RULES

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

1.2.5 2014 – 2015 ISAF OFFSHORE SPECIAL REGULATIONS (OSR)

The ISAF Offshore Special Regulations, any amendments thereto for 2014, and RORC Prescriptions. When details of Special Regulations cannot be met the Committee may accept an alternative.

1.2.6 INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA

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

1.2.7 POLLUTION

RRS 55 is deleted. However competitors are reminded that the dumping of rubbish is prohibited under MARPOL legislation, the Merchant Shipping Regulations 1998 (Prevention of Pollution by Garbage) and Merchant Shipping Notice No 1720. In the Magistrates Courts the fines can be up to £25,000 and in the Crown Court they are unlimited. Attention is also drawn to the ISAF Code of Environmentally Friendly Behaviour (www.isaf.org).

1.2.8 NOTICE OF RACE

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

1.2.9 SAILING INSTRUCTIONS

Sailing Instructions will be emailed to *Competitors* after the *Closing Date* for each race. They may be posted to *Competitors* on request.

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

1.3 ADVERTISING

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

1.4 RESPONSIBILITY

1.4.1 THE PERSON IN CHARGE

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

1.4.2 THE RORC

The RORC, its sponsors, and other organising clubs accept no responsibility or liability for loss of life or injury to members or others, or for the loss of, or damage to, any vessel or property.

1.4.3 STARTING AND CONTINUING TO RACE

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

1.4.4 RACE DECLARATION(S)

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

1.4.5 SAFETY AND LIFE SAVING EQUIPMENT

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

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

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

See also Special Regulation 5.02.

1.4.6 RORC SAFETY STICKER

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

1.5 ELIGIBILITY – THE BOAT

1.5.1 SUITABILITY

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

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

1.5.2 BOAT SIZE

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

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

1.5.3 CLASSES

1.5.3.1 IRC – Boats rating 0.850 and greater

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

1.5.3.1.1 IRC Endorsed Certificates

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

1.5.3.1.2 IRC Rule 22.4.2 – Crew Numbers

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

NOTE: The above provision overrides IRC Rule 22.4.1 in respect of One-Design classes. However a *Class* may wish for its own purposes to apply its own crew limits in consultation with the Class Association.

1.5.3.1.3 IRC Rule 15

Automatic and wind-vane devices for steering may be carried but not used except as stated in NoR 1.5.3.1.4 Two-Handed Class. This amends IRC Rule 15 and RRS 52.

1.5.3.1.4 Two-Handed Class

A Two-Handed Class within IRC will be available in RORC *Offshore Races*. Boats will be eligible for both Two-Handed and IRC rating band class trophies. Automatic or wind-vane steering is permitted (changes IRC Rule 15 and RRS 52). Entries must satisfy the committee that they have suitable and adequate experience and that their boat is appropriately organised for two-handed sailing.

1.5.3.2 ORC Club – Boats rating 0.9000 and greater

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

1.5.3.3 Multihulls - Boats rating 1.100 and greater

Offshore multihulls may enter a multihull division in *Offshore Races*. Multihulls may race open without any rating, or with an endorsed Multihull Offshore Cruising and Racing Association (MOCRA) rating certificate. The minimum crew for multihulls is two. In two-handed multihulls automatic or wind-vane steering is permitted. This changes RRS 52.

1.5.3.4 Level Racing

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

1.5.4 CLASSES AND CLASS FLAGS

Class	TCC Range	Class Flag
IRC Canting Keel*	0.850 and greater	Pennant 9
IRC Zero	1.275 and greater	Pennant 0
IRC One	1.101 – 1.274	Pennant 1
IRC Two	1.051 – 1.100	Pennant 2
IRC Three	1.004 – 1.050	Pennant 3
IRC Four	0.850 – 1.003	Pennant 4
ORC Club	0.9000 and greater	Pennant 5
Multihull (MOCRA)	1.100 and greater	Pennant 8

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

The RORC reserves the right to amend the class bands in the light of 2014 data before the start of the season. Class bands may be changed for *Inshore Regattas*.

When racing the appropriate *Class* flag or flags shall be prominently displayed from a backstay, or at the stern on a boat with no backstay.

1.5.5 RATINGS, RATING AND CLASS CERTIFICATES.

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

1.5.6 ISAF OFFSHORE SPECIAL REGULATIONS (OSR) AND RORC PRESCRIPTIONS

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

Inshore Regattas are usually Category 4.

Weekend Offshore Race are usually Category 3 with a Category 2 compliant liferaft.

Long Offshore Races are usually Category 2 (Rolex Fastnet Race) or Category 1 (Sevenstar Round Britain and Ireland/ RORC Transatlantic Race).

The complete ISAF Offshore Special Regulations with RORC

Prescriptions are in Appendix 1 to this Notice of Race. The OSR can also be found on the *Documents Page* where there are also extracts from the regulations which show what is required for a given category.

1.5.6.1 OSR Compliance

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

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

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

Per season, only one checklist appropriate to the race category is required from the Person in Charge.

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

1.5.6.2 Automatic Identification System (AIS)

OSR 3.29.1(n) requires boats to carry an AIS Transponder in Category 0, 1 and 2 races.

AIS Transponders are recommended in Category 3 races.

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

Competitors shall use their best endeavours to ensure that their AIS Transponder is switched on (i.e. transmitting and receiving) at all times during Category 0, 1 and 2 races.

1.6 STABILITY AND SAFETY INDICES

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

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

1.6.1 SSS OR STIX AND AVS

1.6.1.1 Category 1 and 2 races:

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

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

1.6.1.2 Category 3 races:

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

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

1.6.1.3 Category 4 races:

Boats may be categorised under either STIX or SSS.

1.6.2 MINIMUM PERMITTED VALUES

OSR Category	STIX min.	AVS min.	SSS min.
Category 1	32	130-0.002*m	35
Category 2	32	130-0.002*m	28
Category 3	23	130-0.005*m	15
Category 4	14	90	10
Where m is the boat's Minimum Sailing Weight			

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

1.7 ELIGIBILITY – COMPETITORS

1.7.1 SHORESIDE CONTACT

For *Inshore Regattas* only, the entrant shall nominate a Shore-side Contact. This person must be available on the phone number(s) supplied to the RORC throughout the regatta. In an emergency the RORC will phone the Shoreside Contact who shall act as the link on behalf of the crew. The Shoreside Contact shall hold the *Emergency Contact* details for all of the crew. A Shoreside Contact form is available on the *Documents Page*.

1.7.2 OFFSHORE CREWLIST

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

1.7.3 EXPERIENCE REQUIREMENT

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

1.7.4 TRAINING REQUIREMENT

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

For OSR Category 0, 1 and 2 races the RORC will ask the crew to provide evidence of training to OSR Section 6. This is most commonly the ISAF Offshore Crew Safety Course. Equivalent qualifications may be accepted. For details of the Training Requirements for a race see the appropriate race page in Part 2.

1.7.5 FIRST AID REQUIREMENT

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

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

1.8 RACE ENTRY

1.8.1 ENTERING A RACE

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

1.8.2 PAYMENT

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

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

1.8.2.1 Late Payment

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

1.8.3 CANCELLATIONS AND REFUNDS

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

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

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

Refunds will be sent to the credit card used for payment. For payments made by other means, refunds will be made against a written claim that must be received no later than Tuesday 30th September 2014.

1.8.4 STANDARD ENTRY FEES – SHOWN IN £ STERLING

LH (LOA) (m)		Offshore Weekend Race		North Sea Race (entry fee includes tracking)		RORC Easter Challenge IRC National Championship		Sevenstar Round Britain and Ireland Race	
		Non-Members	RORC Members (Discount)	Non-Members	RORC Members (Discount)	Non-Members	RORC Members (Discount)	Non-Members	RORC Members (Discount)
Below 9.00		60	42 (18)	80	62 (18)	180	126 (54)	300	210 (90)
9.00	9.99	71	50 (21)	91	70 (21)	213	150 (63)	355	250 (105)
10.00	10.99	82	57 (25)	102	77 (25)	246	171 (75)	410	285 (125)
11.00	11.99	99	69 (30)	119	89 (30)	297	207 (90)	495	345 (150)
12.00	12.99	114	80 (34)	134	100 (34)	342	240 (102)	570	400 (170)
13.00	13.99	148	104 (44)	168	124 (44)	444	312 (132)	740	520 (220)
14.00	14.99	175	123 (52)	195	143 (52)	525	369 (156)	875	615 (260)
15.00	15.99	235	165 (70)	255	185 (70)	705	495 (210)	1175	825 (350)
16.00	16.99	311	218 (93)	331	238 (93)	933	654 (279)	1555	1090 (465)
17.00	17.99	405	284 (121)	425	304 (121)	1215	852 (363)	2025	1420 (605)
18.00	18.99	546	382 (164)	566	402 (164)	1638	1146 (492)	2730	1910 (820)
19.00	19.99	573	401 (172)	593	421 (172)	1719	1203 (516)	2865	2005 (860)
20.00	20.99	601	421 (180)	621	441 (180)	1803	1263 (540)	3005	2105 (900)
21.00	21.99	633	443 (190)	653	463 (190)	1899	1329 (570)	3165	2215 (950)
22.00	22.99	660	462 (198)	680	482 (198)	1980	1386 (594)	3300	2310 (990)
23.00	23.99	688	482 (206)	708	502 (206)	2064	1446 (618)	3440	2410 (1030)
24.00	24.99	716	501 (215)	736	521 (215)	2148	1503 (645)	3580	2505 (1075)
25.00	25.99	748	524 (224)	768	544 (224)	2244	1572 (672)	3740	2620 (1120)
26.00	26.99	776	543 (233)	796	563 (233)	2328	1629 (699)	3880	2715 (1165)
27.00	27.99	803	562 (241)	823	582 (241)	2409	1686 (723)	4015	2810 (1205)
28.00	28.99	830	581 (249)	850	601 (249)	2490	1743 (747)	4150	2905 (1245)
29.00	30.50	863	604 (259)	883	624 (259)	2590	1813 (777)	4316	3021 (1295)

1.8.5 LATE ENTRY FEES

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

1.9 COURSES

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

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

1.10 PENALTIES

1.10.1 TAKING A PENALTY (RRS 44)

When a scoring penalty applies it will be as described in RRS 44.3.

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

1.10.2 PENALTIES FOR INFRINGEMENTS OF OTHER RULES

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

1.11 COMMUNICATION

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

1.11.1 WEATHER AND TIDAL INFORMATION

RRS 41 (c) is replaced by: "A boat shall not receive help from any outside source, except (c) help in the form of information which is freely available to all boats, which shall include navigational, weather, tide or current information from any source which is available to all boats whether or not by payment of a fee or subscription, but shall not include any information gathered or the subject of interpretation by, or any advice received from, any source not on board the boat and which is specific to the boat and her situation."

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

1.12 SCORING

1.12.1 INSHORE REGATTAS

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

1.12.2 OFFSHORE RACES

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

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

1.12.2.2 RRS A3 – Scoring

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

1.12.2.3 RRS A11 – Scoring Abbreviations

RRS A11 – Scoring Abbreviations is changed to add: RAF – Retired After Finishing

1.12.3 NUMBER OF RACES

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

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

Points obtained from the table (excluding points for DNF or RAF which are always 10) are multiplied by the points factor shown with the details of each race. Note: For points factors in series scores see: 1.13.1 Season's Points Championship Trophies and Special Awards

1.13 TROPHIES AND PRIZES

The interpretation of the terms of award for all trophies and prizes will be made by the RORC Committee, whose decision is final. Trophies will only be awarded to boats which have completed the relevant races. When no boat qualifies to win a particular trophy the Race Committee may, at its discretion, award it otherwise.

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

1.13.1 SEASON'S POINTS CHAMPIONSHIP TROPHIES AND SPECIAL AWARDS

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

1.13.1.1 Season's Points Championship Class Trophies

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

Trophy	Presented for	2013 Winner
Europeans Cup	IRC Zero	Pleomax, Harm Prins
Trenchemer Cup	IRC One	Magnum III, Andrew Pearce
Emily Verger Plate	IRC Two	Courrier Vintage, Sam Marsaudon and G�ry Trentesaux
Grenade Goblet	IRC Three	Night and Day, Pascal and Alexis Loison
Cowland Trophy	IRC Four	Foggy Dew, Noel Racine
Psipsina Trophy	Two-Handed Class	Night and Day, Pascal and Alexis Loison
Shambles Salver	Multihulls	2013 - Not Awarded
Oldland/Watts Aquadanca Trophy	For the Sigma 38 with the highest Season's Points	Mefisto, Kevin Sussmilch

1.13.1.2 Season's Points Championship Trophies

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

Trophy	Presented for	2013 Winner
Jazz Trophy	IRC Overall	Tonnerre de Breskens 3, Piet Vroon
Keith Ludlow Trophy	Navigator of the IRC Overall Yacht	Piet Vroon, Tonnerre de Breskens 3
David Fayle Memorial Cup	Best Sailing School Yacht	Scarlet Logic, Ross Applebey and Sailing Logic
Serendip Trophy	Best Series produced Yacht	Magnum III, Andrew Pearce
	The Serendip Trophy will be presented to the best Cruiser/Racer series produced yacht as decided by the Committee.	
Haylock Cup	Best British Service Yacht	British Soldier, Army Sailing Association
Stradivarius Trophy	Best Overseas Yacht	Tonnerre de Breskens 3, Piet Vroon
Arambalza Swan Cup	Best Swan	Lulotte, Ben Morris
Alan Paul Trophy	Consistent high performance	Tonnerre de Breskens 3, Piet Vroon
	Awarded to the yacht with the highest total fleet overall points (all races to count) plus a bonus: $2.5[R+(R-1) + (R-2) + (R-3) \text{ etc} + (R-R)]$ when R=races completed. Class Season's Points winners are excluded.	

1.13.1.3 Special Awards

Trophy	Presented for	2013 Winner
Somerset Memorial Trophy	Yacht Of The Year	Courrier Vintage, Sam Marsaudon and G�ry Trentesaux
	Awarded for outstanding racing achievement by a yacht owned or sailed by a RORC member as voted for by the RORC Main Committee.	
Assuage Trophy for RORC Members		Magnum III, Andrew Pearce
	For the yacht, owned or skippered by a RORC member, with the most RORC points in IRC Overall in the Cherbourg Race plus her best three races taken from Cervantes, Morgan Cup, Myth of Malham and the Cowes-Dinard-St Malo Races. In each of the races an Assuage Tankard will be won by the best yacht on IRC Overall points.	
Highwayman Cup		Tonnerre de Breskens 3, Piet Vroon
	Best Elapsed time in the Cervantes Trophy, Morgan Cup, Cowes-Dinard-St Malo and Cherbourg races.	
Duncan Munro Kerr Youth Challenge Trophy		Kent Mason, La R�ponse
	For a youth crew member who has completed the most RORC miles in the current season on a yacht which on Season's Points finishes in the top three of her IRC class. The crew member must be between 15 and 25 (inclusive) on 1st January 2014. In the event of equal mileage the younger crew member wins.	
Peter Harrison Youth Trophy		Magnum III, Andrew Pearce
	For yachts with a minimum of 33% (rounded up) of the crew under the age of 25 on the 1st January 2014. Highest points score from any 3 <i>Offshore Races</i> in which the crew were youth as above. Two-Handed boats are only eligible if both crew members are youth.	
Dennis P Miller Memorial Trophy	British Yacht Overseas	Hugo Boss, Alex Thomson
Seamanship Trophy	Outstanding Act of Seamanship	2013 – Not Awarded
Freddie Morgan Trophy	Classic Yacht in IRC	Iromiguy, Jean Yves Chateau
The Pera Awards		With Alacrity, Chris and Vanessa Choules
	Pera Awards may be given to yachts which receive redress for rendering assistance during a race	

1.13.2 RACE PRIZES AND TROPHIES

1.13.2.1 Trophies

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

1.13.2.2 Prizes

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

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

1.13.2.2.1 Low Number of Starters

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

1.13.2.2.2 High Number of Starters

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

1.14 RACE ENTRY DECLARATION

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

Race Entry Form Declaration to be signed by every Person in Charge

To the best of my knowledge the information I have given is accurate. I understand that Yacht Racing can be dangerous. I agree that the RORC, organising clubs, the Rolex SA, the Rolex UK, sponsors and their agents, have no responsibility for loss of life or injury to members or others, or for the loss of, or damage to any vessel or property. I have paid particular attention to and agree to be bound by Special Regulation 1.02 and I have read and understand and where appropriate agree to be bound by RORC NoR 1.4 Responsibility. Before racing I will effect adequate and suitable insurance. Before racing I will ensure that my crew is aware of:

- the undertaking in this Declaration
- the importance of effecting appropriate personal insurance
- their responsibility in rules observance, and in particular RRS 1.2 (wearing personal floatation devices adequate for the conditions). See also RORC Prescription to the Special Regulations 5.01.5.

I agree to be bound by RRS, RYA Prescriptions, this Notice of Race, ISAF Offshore Special Regulations and other applicable rules. The boat will be available for inspection. If any alteration likely to affect the handicap or rating is made, e.g. to sails, rig, mast, ballast, trim, engine or propeller, I will notify the Rating Authority and Race Committee immediately. I will ensure that no crew member races contrary to the terms of any ban imposed by ISAF, a National Authority or the RORC.

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

1.15 INSURANCE

Boats shall be adequately and suitably insured before racing.

GOSPORT!

HAS IT ALL!

Gosport, in Portsmouth Harbour, offers superb value and facilities:

Independent marinas with over 2000 berths

Lifting and storage facilities for all vessels up to 40m LOA

Full tidal access

Berths up to 80m LOA

No air draft restriction

Complete range of marine services including riggers, engineers, sail makers, electricians, and painters

Crew services, bunkering and yacht logistics

Variety of entertainment and leisure venues

Range of accommodation including hotels, B&Bs, and crew houses

Excellent transport links to London and local airports

All within 10 miles of Cowes and the River Hamble



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COWES DEAUVILLE RACE 2014



AVEVA™



Main photograph: Paul Wyeth. Aerial: Patrick Roach



Now in its 52nd year, the annual pilgrimage to Deauville continues to offer a great weekend of sailing and sociability for full-on racers and cruising yachtsmen. Hosted in 2014 by the Royal Southern Yacht Club, in association with Deauville Yacht Club, Royal London Yacht Club, Yacht Club de France, Junior Offshore Group and sponsored by Aveva plc., racing is for all IRC and Club Classes.

<i>Thursday 22 May</i>	<i>1900</i>	<i>Vin d'Honneur & Dinner</i>	<i>Royal Southern Yacht Club</i>
<i>Friday 23 May</i>	<i>1245</i>	<i>First Race Start</i>	<i>RLYC Line Cowes</i>
<i>Saturday 24 May</i>	<i>2000</i>	<i>Gala Dinner</i>	<i>Deauville</i>
<i>Sunday 25 May</i>	<i>1200</i>	<i>Prize Giving</i>	<i>Deauville Yacht Club</i>

Since the days of the belle epoch, Deauville has been a magnet for yachtsmen and this elegant city by the sea is beginning a major regeneration of its waterfront and facilities for visiting sailors. As a mark of its commitment to yachting, Deauville has also been awarded host city for La Solitaire du Figaro 2014. Deauville in the Spring is a good place to be.

For entries and information please contact The Sailing Office,
Royal Southern Yacht Club, Rope Walk, Hamble, Hampshire SO31 4HB.
T. +44 (0) 23 8045 0302 E. sailing@royal-southern.co.uk
www.royal-southern.co.uk



PART 2 – THE RACES

INTRODUCTION

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

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



2014 RORC CARIBBEAN 600

Monday 24th February 2014

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



"The RORC Caribbean 600 race captured my imagination the first time I heard about it. The thought of full-on racing, night and day in tropical waters for 600 miles was a challenge and an adventure I just could not resist! If you love sailing and are a serious sailor, you have to put the RORC Caribbean 600 on your itinerary."

Bernie Evan-Wong, 2014 entrant



ROYAL OCEAN RACING CLUB

Telephone: +44 (0) 207 518 3131

Racing Email: racing@rorc.org.uk

www.rorc.org

www.caribbean600.rorc.org



Antigua Yacht Club
yachtclub@candw.ag

RORC EASTER CHALLENGE

2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club.

2.2 REGATTA DATE

Friday 18th April – Sunday 20th April 2014

2.2.1 PROGRAMME

Up to 9 races are scheduled

Date	Time	Event	HW (Portsmouth)
Friday 18th April	1055	Practice Starts	
	1255	First Warning Signal	1413 4.6m
Saturday 19th April	0955	First Warning Signal	1457 4.6m
Sunday 20th April	0955	First Warning Signal	1551 4.4m

2.2.2 COACHING

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

2.3 CLASSES

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

2.3.1 BUNK CUSHIONS

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

2.4 ENTRY

Entry opens on the 13th January 2014

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 3rd April 2014

Rating Deadline: Thursday 10th April 2014

2.6 ISAF OFFSHORE SPECIAL REGULATIONS

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

2.6.1 OSR 4.26 HEAVY WEATHER SAILS

OSR 4.26.4(g) will not apply.

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE(S)

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

2.13 SCORING

Inshore Regatta: : A maximum of nine races are scheduled of which 1 race is required to be completed to constitute a series. Scoring will be in accordance with Appendix A of the Racing Rules of Sailing, except that all race scores will count. This changes RRS A2.

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

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

2.14.2 PRIZES

RORC Easter Challenge Prizes for all classes by race.

2.15 PRIZEGIVING

The Prizegiving will be held at 1600 on Sunday 20th April 2014 at the Events Centre – Cowes Yacht Haven.

NOTICES TO COMPETITORS

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

Race Office

The Race Office will be the RORC Cowes Office.

Coaching

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

Social

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

CERVANTES TROPHY RACE

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Saturday 3rd May 2014. **First Warning Signal:** 0950 from the RYS Cowes, to the East. **HW:** Portsmouth 1507 4.5m

2.3 CLASSES

IRC, IRC Two-Handed, Multihull

2.4 ENTRY

Entry opens on the 13th January 2014

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 17th April 2014

Rating Deadline: Thursday 24th April 2014

2.6 ISAF OFFSHORE SPECIAL REGULATIONS

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

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE

Cowes - Le Havre via marks. Approximately 95 – 140 miles.

2.12 BERTHING

Free berthing may be available in the Le Havre marina for the Saturday and Sunday for boats competing in the race.

2.13 SCORING

Points Factor: 1.00. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

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

2.14.2 RORC PRIZES

Multihulls; RORC Medallions.

2.15 PRIZEGIVING

Sunday 4th May 2014 at 1200 (local time) at the Société des Régates du Havre. RORC medallions will be presented on Thursday 5th June, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

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

Race Office

Start: RORC Cowes Office.

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

Telephone: +33 (0) 2 35 42 41 21

MYTH OF MALHAM RACE

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Saturday 24th May 2014. **First Warning Signal:** 0950, RYS Cowes, to the West. **HW:** Portsmouth 0827 4.1m

2.3 CLASSES

IRC, IRC Two-Handed, Multihull

2.4 ENTRY

Entry opens on the 13th January 2014

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 8th May 2014

Rating Deadline: Thursday 15th May 2014

2.6 ISAF OFFSHORE SPECIAL REGULATIONS

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

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE

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

2.13 SCORING

Points Factor: 1.20. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

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

2.14.2 RORC PRIZES

Multihulls; RORC Medallions.

2.15 PRIZEGIVING

Trophies and RORC Medallions will be presented on Thursday 5th June, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

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

Race Office

The Race Office will be the RORC Cowes Office.

NORTH SEA RACE

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Friday 30th May 2014. **First Warning Signal:** 1020, near the entrance of Harwich Harbour. **HW:** Harwich 1341 3.9m

2.3 CLASSES

IRC, IRC Two-Handed, ORC, Multihull

2.4 ENTRY

Entry opens on the 13th January 2014. Even if a boat is entered into the North Sea Regatta, it must enter the North Sea Race through RORC's online entry system *REMUS*. See NoR 1.8.

2.4.1 ENTRY DISPENSATION FOR BOATS COMPETING IN THE VUURSCHEPEN RACE

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

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 15th May 2014

Rating Deadline: Thursday 22nd May 2014

2.6 ISAF OFFSHORE SPECIAL REGULATIONS

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

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE

Harwich to Scheveningen via Smith's Knoll and MSP buoys. The full course including all marks will be detailed in the Sailing Instructions. Approximately 210 miles.

2.13 SCORING

Points Factor: 1.20. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 IRC TROPHIES

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

2.14.2 ORC TROPHIES

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

Trophy
Cruising YC of Australia Trophy
Maas Challenge Cup
Zwerver Cup
Lora Challenge Cup
Veerhaven Trophy

2.14.3 RORC PRIZES

Multihulls; RORC Medallions.

2.15 PRIZEGIVING

Sunday 1st June 2014, 1600 (local time) at the "Visafslag" (fish market) in Scheveningen. RORC medallions will be presented on Thursday 5th June, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

2.16 TRACKING

It will be mandatory for boats to carry an Offshore Tracker unit for the North Sea Race. The units are standalone and will be provided by the RORC. A signature will be required against the value of the tracker.

NOTICES TO COMPETITORS

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

Race Office

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

Telephone: +44 (0) 1473 780 319

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

Telephone: +31 (70) 322 88 63

North Sea Regatta 2014:

IRC and ORC Regatta

- 27th May: Vuurschepen Race, Scheveningen – Harwich
- 30th May: North Sea Race (RORC), Harwich – Scheveningen
- 6th – 9th June: Inshore Races, Scheveningen

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

For further information about the regatta contact: North Sea Regatta 2014, Hellingweg136, 2583 DX, Scheveningen, The Netherlands

Telephone: +31 (70) 322 71 79

Website: www.nsr.nl

DE GUINGAND BOWL RACE

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Saturday 7th June 2014. **First Warning Signal:** 0950 from the RYS Cowes, to the East. **HW:** Portsmouth 0642 3.8m

2.3 CLASSES

IRC, IRC Two-Handed, Multihull

2.4 ENTRY

Entry opens on the 13th January 2014

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 22nd May 2014

Rating Deadline: Thursday 29th May 2014

2.6 ISAF OFFSHORE SPECIAL REGULATIONS

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

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE

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

2.13 SCORING

Points Factor: 1.00. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

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

2.14.2 RORC PRIZES

Two-Handed Class; Multihulls; RORC Medallions.

2.15 PRIZEGIVING

Trophies and RORC Medallions will be presented on Thursday 3rd July, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

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

Race Office

The Race Office will be the RORC Cowes Office.

IRC NATIONAL CHAMPIONSHIP

2.1 ORGANISING AUTHORITY

Organised by the Royal Ocean Racing Club.

2.2 REGATTA DATE

Friday 13th June – Sunday 15th June 2014

2.2.1 PROGRAMME

9 races are scheduled

Date	Time	Event	HW (Portsmouth)
Friday 13th June	1025	First Warning Signal	1214 4.7m
Saturday 14th June	1025	First Warning Signal	1300 4.8m
Sunday 15th June	1025	First Warning Signal	1348 4.8m

2.3 CLASSES

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

2.4 ENTRY

Entry opens on the 13th January 2014

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 29th May 2014

Rating Deadline: Thursday 5th June 2014

2.6 ISAF OFFSHORE SPECIAL REGULATIONS

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

2.6.1 OSR 4.26 HEAVY WEATHER SAILS

OSR 4.26.4(g) will not apply.

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE(S)

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

2.12 BERTHING

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

2.13 SCORING

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

2.13.1 IRC NATIONAL CHAMPIONSHIP POINTS

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

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

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

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

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

2.14.2 RORC PRIZES

Prizes for all classes by race.

2.15 PRIZEGIVING

The Prizegiving will be held at 1600 on Sunday 15th June 2014 at the Events Centre – Cowes Yacht Haven.

NOTICES TO COMPETITORS

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

Race Office

The Race Office will be the RORC Cowes Office.

Social

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

MORGAN CUP RACE

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Friday 27th June 2014. **First Warning Signal:** 1850 from the RYS Cowes, to the East. **HW:** Portsmouth 0033 (Sat) 4.5m

2.3 CLASSES

IRC, IRC Two-Handed, Multihull

2.4 ENTRY

Entry opens on the 13th January 2014

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 12th June 2014

Rating Deadline: Thursday 19th June 2014

2.6 ISAF OFFSHORE SPECIAL REGULATIONS

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

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE

Cowes to Dartmouth via marks. Approximately 90 to 120 miles.

2.13 SCORING

Points Factor: 1.00. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

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

2.14.2 RORC PRIZES

Multihulls; RORC Medallions.

2.15 PRIZEGIVING

The Morgan Cup trophies will be presented at the Royal Thames Yacht Club prizegiving dinner on Tuesday 11th November 2014. RORC Medallions will be presented on Thursday 3rd July, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

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

Race Office

Start: RORC Cowes Office.

Finish: RORC Representative: c/o Royal Dart Yacht Club, Priory St, Kingswear, Dartmouth, Devon TQ6 0AB

Telephone: +44 (0) 1803 752496



WICKLOW SAILING CLUB

In Association with
RORC and RIYC



ROUND IRELAND YACHT RACE

Saturday 28th June 2014



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

Class 5 Cruisers

Class 6 Classics

Class 7 Two Handed

Class 8 TBA.

1.5 RORC Points

Pre-Race Inspection in Wicklow
or Dunlaoghaire.

Enquires: Theo Phelan

6 Wentworth Place,
Wicklow Town,
Ireland.

Email: roundirelandyachtrace@gmail.com

Web: www.wicklowsailingclub.com

Phone: 00353 (0) 404 68153



ROUND
IRELAND

Organised Under the Auspices of the RORC

ROUND IRELAND YACHT RACE

For information only. See event Notice of Race

ORGANISING AUTHORITY

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

RACE DATE

Start: 1400hrs, Saturday 28th June 2014, Wicklow

CLASSES

IRC, ISORA

ISAF OFFSHORE SPECIAL REGULATIONS

Category 2.

COURSE

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

BERTHING AND INSPECTIONS

Competitors may berth in either Wicklow or Dunlaoghaire.
Pre-race inspections will take place in both Wicklow and Dunlaoghaire.

RORC SEASON'S POINTS CHAMPIONSHIP

The Round Ireland Race is part of the RORC Season's Points Championship – Points Factor 1.4. See NoR 1.1 & 1.12.

WEBSITE

www.roundirelandyachtrace.ie

CONTACT DETAILS

Theo Phelan
6 Wentworth Place,
Wicklow Town, Co. Wicklow
Ireland

Telephone: +353 (0) 404 68153
roundirelandyachtrace@gmail.com

COWES – DINARD – ST MALO RACE

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Friday 11th July 2014. **First Warning Signal:** 0950, RYS Cowes, to the West. **HW:** Portsmouth 1112 4.5m

2.3 CLASSES

IRC, IRC Two-Handed, Multihull

2.4 ENTRY

Entry opens on the 13th January 2014.

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 26th June 2014

Rating Deadline: Thursday 3rd July 2014

2.6 ISAF OFFSHORE SPECIAL REGULATIONS

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

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE

Cowes – Casquets – Les Hanois – St Malo. Approximately 175 miles.

2.13 SCORING

Points Factor: 1.00. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

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

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

2.14.2 RORC PRIZES

RORC Medallions.

2.15 PRIZEGIVING

Sunday 13th July 2014 at 1200 (local time) at the Société Nautique de la Baie de St. Malo. RORC medallions will be presented on Tuesday 9th September, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

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

Race Office

Start: RORC Cowes Office.

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

Telephone: + 33 (0) 2 9920 2295

Course Record: 2008 ICAP Leopard 3 at 11.61 knots

Organised Under the Auspices of the RORC

EAST COAST RACE

For information only. See event Notice of Race.

ORGANISING AUTHORITY

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

RACE DATE

Start: Saturday 19th July 2014

COURSE

West Mersea to Breskens. Approximately 120 miles

RORC SEASON'S POINTS CHAMPIONSHIP

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

ISAF OFFSHORE SPECIAL REGULATIONS

Category 3 plus Category 2 liferaft.

WEBSITE

www.eaora.org.uk

www.wmyc.org.uk



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e sails@fastnet-marine.co.uk

w www.fastnet-marine.co.uk



BREWIN DOLPHIN COMMODORES' CUP

Regarded as the pinnacle of Corinthian yacht racing, this biennial international regatta consists of inshore and offshore races for 3 boat national teams racing under IRC.

COWES, ISLE OF WIGHT
SATURDAY 19TH – SATURDAY 26TH JULY 2014

ORGANISED BY
THE ROYAL OCEAN RACING CLUB
WITH THE SUPPORT OF
THE ROYAL YACHT SQUADRON

WWW.COMMODORESCUP.RORC.ORG



ROYAL OCEAN RACING CLUB



CHANNEL RACE

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Saturday 26th July 2014. **First Warning Signal:** 0950, RYS Cowes, to the West. **HW:** Portsmouth 1205 4.4m

2.3 CLASSES

IRC, IRC Two-Handed, Multihull

2.4 ENTRY

Entry opens on the 13th January 2014

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 10th July 2014

Rating Deadline: Thursday 17th July 2014

2.6 ISAF OFFSHORE SPECIAL REGULATIONS

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

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE

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

2.13 SCORING

Points Factor: 1.00. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

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

2.14.2 RORC PRIZES

Multihulls; RORC Medallions.

2.15 PRIZEGIVING

Trophies and RORC Medallions will be presented on Tuesday 9th September, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

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

Race Office

The Race Office will be the RORC Cowes Office.



Royal Clarence Marina
PORTSMOUTH HARBOUR

Situated at the entrance to Portsmouth Harbour
with easy access to the Solent

Sheltered and protected berths up to 18 metres (60') and 5.25 metres draft



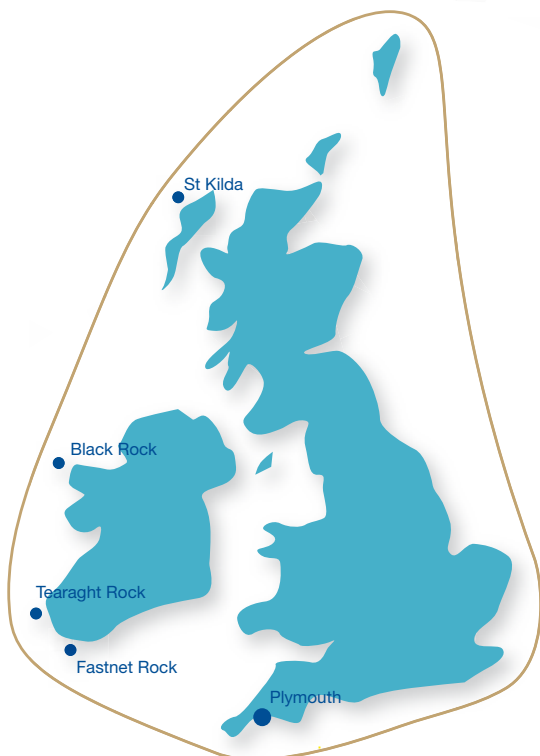
info@royalclarencemarina.org

023 925 23523 www.royalclarencemarina.org



SEVENSTAR ROUND BRITAIN AND IRELAND RACE 2014

Sunday 10th August | Cowes



The **1802nm course**, starting and finishing in Cowes, takes the competitor nonstop around the breathtaking coastline of Britain and Ireland.

The race will be OSR Category 1, with RORC Prescriptions. Classes to include IRC, IRC Two-Handed, Multihull, recognised One-Design/Open Classes (e.g. IMOCA 60, Class40, Volvo 65).

World Records set in 2010:

Groupama 70 for 'Around Britain and Ireland: Monohull' and Concise 2 for 'Around Britain and Ireland: 40ft Category'

Franck Cammas, Groupama

"The course is like a mini Volvo Ocean Race."

Piet Vroon, Tonnerre de Breskens

"It has been a fantastic race. I will always remember flying down the west coast of Ireland under spinnaker for a whole day and night."

Mike Slade, ICAP Leopard

"There is no doubt that this race is one of the toughest on our sailing calendar."

Sir Robin Knox-Johnston

"From personal experience, the opportunity to race round the British Isles with their challenging wind and tidal systems and navigational hazards, must be one of the most desirable entries to have in any ocean racer's log book."

Knut Frostad, Volvo Ocean Race CEO

"The Volvo Ocean Race wholeheartedly support the 2014 Sevenstar Round Britain & Ireland Race as it's an ideal race for our teams to use as a warm up with the new one design VO65 fleet. The testing conditions round Britain and Ireland are perfect for an extreme shakedown and also offers the chance for teams to race up against each other for the first time before they head for Alicante and the start of the 2014 Volvo Ocean Race."

Royal Ocean Racing Club

Clubhouse and London Race Office

20 St James's Place
London, SW1A 1NN
Tel: +44 (0) 207 518 3131
Fax: +44 (0) 207 493 5252
racing@rorc.org.uk
www.rorc.org

www.sevenstar.rorc.org



SEVENSTAR ROUND BRITAIN AND IRELAND RACE

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Sunday 10th August 2014. **First Warning Signal:** 1150, RYS Cowes, to the West. **HW:** Portsmouth 1143 4.8m

2.3 CLASSES

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

2.4 ENTRY

Entry opens on the 13th January 2014

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 24th July 2014

Rating Deadline: Thursday 31st July 2014

2.6 ISAF OFFSHORE SPECIAL REGULATIONS

Category 1 with RORC Prescriptions. See NoR 1.5.6

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.8 EXPERIENCE QUALIFICATION

The Sevenstar Round Britain and Ireland Race is not a race for novices. Every crew member must have experience of sailing a boat offshore and be prepared to encounter heavy weather. *Competitors* may be required to provide evidence of offshore experience. The minimum experience requirement is 500 nautical miles of RORC offshore racing on the boat entered into the race, completed by a minimum of 50% of the crew (but not less than 2) including the Person in Charge, and within 18 months of the start of the Sevenstar Round Britain and Ireland Race. This must include 2 races of over 150 nautical miles.

To fulfil this requirement the *Competitor* shall enter and complete an appropriate number of RORC races before the start of the race.

When it is not reasonably possible to access RORC races, or in exceptional circumstances, an alternative method for qualification may be agreed by the RORC. A *Service Yacht* may qualify similarly or submit written authority from her service establishment. Proposals should be lodged with the RORC as soon as possible after entry.

2.9 TRAINING

2.9.1 OFFSHORE CREW TRAINING

At least 30% of the boat's crew (but not less than 2), including the Person in Charge, must have completed training to Section 6 of the ISAF Offshore Special Regulations and gained a certificate from an ISAF approved Offshore Personal Survival Training Course. Training must have taken place within 5 years of the start of the race.

2.9.2 FIRST AID TRAINING

At least two members of the boat's crew shall hold an in-date certificate of a First Aid Training Course. The course shall comply with OSR 6.05.2 and have been completed within five years of the start of the race. The qualifications of Doctors, Paramedics or similarly trained medical professionals will be

accepted, provided they are familiar with the topics in OSR Appendix N.

2.10 SKIPPER'S BRIEFING

A skipper's briefing will be held in Cowes on Saturday 9th August 2014. Full details will be provided in the Sailing Instructions.

2.11 COURSE

Cowes – Round Britain and Ireland - Cowes. Approximately 1802 miles.

2.13 SCORING

Points Factor: 1.50. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

Trophy	Presented for
John Illingworth Trophy	IRC Overall
Windward Sailing Trophy	IRC Zero
Kenneth Mason Trophy	IRC One
Robert Morris Memorial Trophy	IRC Two
Teddy Hicks Memorial Trophy	IRC Three
Greenville Collins Salvors	IRC Four
Rebel Maid Trophy	Two-Handed Class
Lekeitio Cup	First Class40 Home

2.14.2 RORC PRIZES

Multihulls; RORC Medallions.

2.15 PRIZEGIVING

Details of the Prizegiving will be published in the Sailing Instructions.

2.16 TRACKING

It will be mandatory for boats to carry an Offshore Tracker unit for the Sevenstar Round Britain and Ireland Race. The units are standalone and will be provided by the RORC. A signature will be required against the value of the tracker.

NOTICES TO COMPETITORS

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

Race Office

The Race Office will be the RORC Cowes Office.

CHERBOURG RACE

2.1 ORGANISING AUTHORITY

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

2.2 RACE DATE

Start: Friday 5th September 2014. **First Warning Signal:** 1850, RYS Cowes, to the West. **HW:** Portsmouth 2109 4.2m

2.3 CLASSES

IRC, IRC Two-Handed, Multihull

2.4 ENTRY

Entry opens on the 13th January 2014

2.5 CLOSING DATE/RATING DEADLINE

Closing Date: Thursday 21st August 2014

Rating Deadline: Thursday 28th August 2014

2.6 ISAF OFFSHORE SPECIAL REGULATIONS

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

2.7 STABILITY AND SAFETY INDICES

See NoR 1.6 Stability and Safety Indices

2.11 COURSE

Cowes to Cherbourg. Approximately 75 miles.

2.13 SCORING

Points Factor: 1.00. See NoR 1.12.2

2.14 RACE PRIZES AND TROPHIES

2.14.1 TROPHIES

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

2.14.2 RORC PRIZES

Multihulls; RORC Medallions.

2.15 PRIZEGIVING

In Cherbourg as soon as possible after the race. RORC Medallions will be presented on Tuesday 9th September, 1930 at the Clubhouse, 20 St James's Place, London SW1. All crews welcome.

NOTICES TO COMPETITORS

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

Race Office

Start: RORC Cowes Office.

Finish: RORC Representative: C/O Yacht Club de Cherbourg, Port Chantereyne, 50100, Cherbourg. Tel: +33 (0) 2 33 94 28 05

Organised Under the Auspices of the RORC

ROLEX MIDDLE SEA RACE

For information only. See event Notice of Race

RACE DATE

Start: Saturday 18th October 2014.

First Warning Signal: 1050 Grand Harbour, Malta.

COURSE

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

CLASSES

IRC and ORC

ISAF OFFSHORE SPECIAL REGULATIONS

Category 2

ENTRY

Please enter through the Royal Malta Yacht Club

Tel: +356 21 33 31 09

Email: info@rmyc.org

WEBSITE

www.rolexmiddlesearace.com



NEW



29TH NOVEMBER 2014 Lanzarote – Caribbean

Race with the RORC from Puerto Calero Marina in Lanzarote to the Caribbean

Open to IRC rated yachts above 1.004, offshore classes such as IMOCA 60 and Class40, and Multihulls

A serious offshore race for committed offshore racers

www.transatlantic.rorc.org



ROYAL OCEAN RACING CLUB



Premier Kru Sport Pro

Our test winning lifejacket paired with the Kannad R10, creating one of the most perfectly combined pieces of safety equipment on the market.



Photographer : Hamish Hooper/CAMPER ETNZ/Volvo Ocean Race



Photographer : Nick Dana/Abu Dhabi Ocean Racing/Volvo Ocean Race

The Kru Sport Pro lifejacket

- Compact & unobtrusive zipped waistcoat style
- Dual adjustment waist straps
- Integral removable crotch strap
- Quick burst zip closure
- Easy access harness loops at front
- Integral sprayhood
- High visibility bladder, using high quality Riverseal fabric



....fitted with Kannad Safelink R10 SRS AIS

Designed to be fitted to a lifejacket and assist in man overboard detection and tracking

- Transmits target survivor information for fast recovery
- Lifejacket mountable
- GPS target tracking
- 7 year battery life



ISAF SPECIAL REGS



APPENDIX 1 ISAF OFFSHORE SPECIAL REGULATIONS AND RORC PRESCRIPTIONS

January 2014 – December 2015

© ORC Ltd. 2002, all amendments from 2003 © International Sailing Federation, (IOM) Ltd.

Version 1 – 2014

Official interpretations shall take precedence over these Special Regulations and will be indexed, numbered, dated and displayed on the ISAF web site www.sailing.org/specialregs

An up-to-date version of the Special Regulations, including RORC Prescriptions, will be displayed on the RORC website www.rorc.org/special-regulations/isaf-offshore-special-regulations.html

Language & Abbreviations Used

Mo - Monohull

Mu - Multihull

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

A sidebar and red colour indicates a significant change in 2014.

RORC Prescriptions are blue and underlined.

Guidance notes and recommendations are green and in italics.

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

SECTION 1 - FUNDAMENTAL AND DEFINITIONS

1.01 Purpose and Use

- 1.01.1 It is the purpose of these Special Regulations to establish uniform minimum equipment, accommodation and training standards for monohull and multihull yachts racing offshore. A Proa is excluded from these regulations. **
- 1.01.2 These Special Regulations do not replace, but rather supplement, the requirements of governmental authority, the Racing Rules and the rules of Class Associations and Rating Systems. The attention of persons in charge is called to restrictions in the Rules on the location and movement of equipment. **
- 1.01.3 These Special Regulations, adopted internationally, are strongly recommended for use by all organizers of offshore races. Race Committees may select the category deemed most suitable for the type of race to be sailed. **

1.02 Responsibility of Person in Charge

- 1.02.1 The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used. He shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his incapacitation. **
- 1.02.2 Neither the establishment of these Special Regulations, their use by race organizers, nor the inspection of a yacht under these Special Regulations in any way limits or reduces the complete and unlimited responsibility of the Person in Charge. **
- 1.02.3 **Decision to race -The responsibility for a yacht's decision to participate in a race or to continue racing is hers alone - RRS Fundamental Rule 4.** **

1.03 Definitions, Abbreviations, Word Usage

- 1.03.1 Definitions of Terms used in this document **

TABLE 1

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

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

SECTION 2 - APPLICATION & GENERAL REQUIREMENTS

2.01 Categories of Events

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

- | | | |
|--------|---|--------|
| 2.01.1 | Category 0 | MoMu,0 |
| | Trans-oceanic races, including races which pass through areas in which air or sea temperatures are likely to be less than 5 degrees Celsius other than temporarily, where yachts must be completely self-sufficient for very extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance. | |
| 2.01.2 | Category 1 | MoMu,1 |
| | Races of long distance and well offshore, where yachts must be completely self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance. | |
| 2.01.3 | Category 2 | MoMu,2 |
| | Races of extended duration along or not far removed from shorelines or in large unprotected bays or lakes, where a high degree of self-sufficiency is required of the yachts. | |
| 2.01.4 | Category 3 | MoMu,3 |
| | Races across open water, most of which is relatively protected or close to shorelines. | |
| 2.01.5 | Category 4 | MoMu,4 |
| | Short races, close to shore in relatively warm or protected waters normally held in daylight. | |
| 2.01.6 | Category 5 - for inshore racing | |
| | Please refer to Appendix J where Special Regulations for Category 5 are given in full. The symbol " ** " does not include Category 5. | |
| 2.01.6 | Category 6 - for inshore racing | |
| | Please refer to Appendix L where Special Regulations for Category 6 are given in full. The symbol " ** " does not include Category 6 | |

2.02 Inspection

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

2.03 General Requirements

- | | | |
|--------|--|----|
| 2.03.1 | All equipment required by Special Regulations shall:- | |
| | a) function properly | ** |
| | b) be regularly checked, cleaned and serviced | ** |
| | c) when not in use be stowed in conditions in which deterioration is minimised | ** |
| | d) be readily accessible | ** |
| | e) be of a type, size and capacity suitable and adequate for the intended use and size of the yacht. | ** |
| 2.03.2 | Heavy items: | |
| | a) ballast, ballast tanks and associated equipment shall be permanently installed | ** |
| | b) heavy movable items including e.g. batteries, stoves, gas bottles, tanks, toolboxes and anchors and chain shall be securely fastened | ** |
| | c) heavy items for which fixing is not specified in Special Regulations shall be permanently installed or securely fastened, as appropriate | ** |
| 2.03.3 | When to show navigation lights | ** |
| | a) navigation lights (OSR 3.27) shall be shown as required by the International Regulations for Preventing Collision at Sea, (Part C and Technical Annex 1). All yachts shall exhibit sidelights and a sternlight at the required times. | ** |

SECTION 3 - STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

3.01 Strength of Build, Ballast and Rig

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

**

3.02 Watertight Integrity of a Hull

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

**

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

**

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

**

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

**

3.03 Hull Construction Standards (Scantlings)

MoMu0,1,2

3.03.1

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:

Mo0,1,2

- 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:

Mo0,1,2

- 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 .

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

Mo0,1,2

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

Mo0,1,2

- the repair or modification designed and built in accordance with the requirements of a Classification Society recognized by ISAF
- on board a certificate of building plan review for the repair or modification from a Classification Society recognized by ISAF
- on board a declaration signed and dated by the builder to confirm that the repair or modification is in accordance with the plans reviewed by the Classification Society.

- 3.03.3 In cases when a builder no longer exists a race organizer or class rules may accept a signed statement by a naval architect or other person familiar with the requirements of 3.031 and 3.03.2 above and in lieu of the builders declaration required by 3.031 and 3.03.2 above. Mo0,1,2
- 3.03.4 A monohull with the earliest of Age or Series Date before the 1 January 2010 shall comply with 3.03.1, 3.03.2 and 3.03.3 above or with appendix M to these OSR. A multihull shall comply with appendix M to these OSR MoMu0,1,2
- * or as from time to time specified by ISAF

3.03.5 *Regular inspections of the keel and keel/hull attachment structures are strongly recommended.* Mo0,1,2,3,4

3.04 Stability - Monohulls Mo0,1,2,3,4

- 3.04.1 Either with, or without, reasonable intervention from the crew a yacht shall be capable of self-righting from an inverted position. Self-righting shall be achievable whether or not the rig is intact. Mo0
- a) When there is a moveable or variable ballast system, written instructions on how to right the boat after a capsize shall be prominently and clearly displayed. All persons on board shall have a thorough knowledge of the righting procedures Mo0

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

3.04.3 Yachts shall demonstrate compliance with ISO 12217-2*, either by EC Recreational Craft Directive certification (having obtained the CE mark) or the designer's declaration, for the race categories as follows Mo0,1,2,3

TABLE 3

OSR Category	0,1,2	3
ISO Design Category	A	B

* The latest effective version of ISO 12217-2 should be used unless the yacht was already designed to a previous version.

- 3.04.4 For yachts which cannot demonstrate compliance in accordance with 3.04.3, a yacht shall provide, as specified by the race organiser, either: Mo0,1,2,3
- a) the stability index/AVS in ORC Rating System or
- b) IRC SSS Base value or
- c) STIX and AVS values as below

TABLE 4

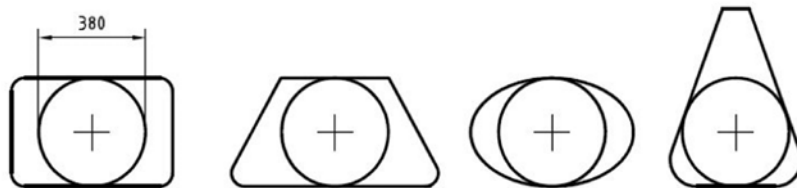
OSR Category	0	1	2	3
ORC Stability Index min.	120	115	110	103
SSS Base Value min.	35		28	15
STIX min.	32			23
AVS min.	130 - 0.002*m		130 - 0.005*m	

Where "m" is the mass of the boat in the minimum operating condition as defined by ISO 12217-2.

3.04.5 A race organizer should require compliance with a minimum stability rule or stability standard suitable. Mo4

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

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

3.04.8	Tanks for variable ballast shall be permanently installed and shall be provided with a system of isolating valves and pump(s) capable of manual operation at any angle of heel. A plan of the plumbing system shall be displayed aboard the boat.	Mo0,1,2,3,4
3.04.9	A boat fitted with moveable and/or variable ballast shall have a maximum static heel angle in the condition of Light Craft Condition (see ISO 12217-2) with moveable ballast moved fully to one side and variable ballast in the condition that produces maximum angle of heel of not greater than 35 degrees.	Mo0,1,2,3,4
3.05	Stability and Flotation - Multihulls	Mu0,1,2,3,4
	<i>Attention is drawn to ISO 12217-2.</i>	Mu0,1,2,3,4
3.05.1	Adequate watertight bulkheads and compartments (which may include permanently installed flotation material) in each hull shall be provided to ensure that a multihull is effectively un-sinkable and capable of floating in a stable position with at least half the length of one hull flooded. (see OSR 3.13.2).	Mu0,1,2,3,4
3.05.2	Multihulls built on or after Jan 1999 shall in every hull without accommodation be divided at intervals of not more than 4m (13ft 3") by one or more transverse watertight bulkheads	Mu0,1,2,3,4
3.05.3	A yacht shall be designed and built to resist capsize.	Mu0,1,2,3,4
3.06	Exits - Monohulls	Mo0,1,2,3,4
3.06.1	Yachts of LOA of 8.5 m (28 ft) and over with age or series date after January 1995 and after shall have at least two exits. At least one exit shall be located forward of the foremost mast except where structural features prevent its installation.	Mo0,1,2,3,4
3.06.2	Yachts first launched on or after January 2014 have a hatch with the following minimum clear openings in compliance with ISO 9094: - Circular shape: diameter 450mm; - Any other shape: minimum dimension of 380mm and minimum area of 0.18m ² . 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.	Mo0,1,2,3,4
		
3.06.3	<i>when first launched prior to January 2014, if possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii);</i>	Mo0,1,2,3,4
3.07	Exits and Escape Hatches - Multihulls	Mu0,1,2,3,4
3.07.1	Exits	
	a) In a multihull of 8m (26.2ft) LOA and greater, each hull which contains accommodation shall have at least two exits.	Mu0,1,2,3,4
	b) In a multihull of less than 8m (26.2ft) LOA each hull which contains accommodation shall have at least two exits.	Mu0,1,2,3
3.07.2	Escape Hatches, Underside Clipping Points & Handholds	
	a) In a multihull of 12m (39.4ft) LOA and greater each hull which contains accommodation shall:-	Mu0,1,2,3,4
	i have an escape hatch for access to and from the hull in the event of an inversion;	Mu0,1,2,3,4
	ii when first launched on or after January 2003 have a minimum clearance diameter through each escape hatch of 450mm or when an escape hatch is not circular, sufficient clearance to allow a crew member to pass through fully clothed;	Mu0,1,2,3,4
	<i>iii when first launched prior to January 2003, if possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii);</i>	Mu0,1,2,3,4
	iv when the yacht is inverted have each escape hatch above the waterline;	Mu0,1,2,3,4
	v when first launched on or after January 2001 have each escape hatch at or near the midships station;	Mu0,1,2,3,4

vi	in a catamaran first launched on or after January 2003 have each escape hatch on the side nearest the vessel's central axis.	Mu0,1,2,3,4
b)	A trimaran of 12m (39.4ft) LOA and greater first launched on or after 1/03 shall have at least two escape hatches in compliance with the dimensions in OSR 3.07.2(a) (ii)	Mu0,1,2,3,4
c)	Each escape hatch must have been opened both from inside and outside within 6 months prior to an intended race	Mu0,1,2,3,4
d)	A multihull shall have on the underside appropriate handholds/clipping points sufficient for all crew (on a trimaran these shall be around the central hull).	Mu0,1,2,3,4
e)	A catamaran first launched on or after 1/03 with a central nacelle shall have on the underside around the central nacelle, handholds of sufficient capacity to enable all persons on board to hold on and/or clip on securely	Mu0,1,2,3,4
f)	<i>In a catamaran with a central nacelle, it is recommended that each hull has an emergency refuge, accessible via a special hatch in the side of the hull nearest the vessel's central axis, which hatch may be opened and closed from the inside and outside</i>	Mu0,1,2,3,4
3.07.3	This is replaced by a RORC Prescription: A multihull of less than 12m (39.4ft) LOA shall comply with 3.07.2.	Mu2,3,4
3.08	Hatches & Companionways	
3.08.1	No hatch forward of the maximum beam station, other than a hatch in the side of a coachroof, shall open in such a way that the lid or cover moves into the open position towards the interior of the hull (excepting ports having an area of less than 0.071m ² (110 sq in)).	**
3.08.2	A hatch fitted forward of the maximum beam station, located on the side of the coachroof, opening into the interior of the boat, and of area greater than 0.071m ² shall comply with ISO12216 design category A and and be clearly labelled and used in accordance with the following instruction: "NOT TO BE OPENED AT SEA" Attention is drawn to SR 3.02.1	**
3.08.3	A hatch shall be:	
a)	so arranged as to be above the water when the hull is heeled 90 degrees. Hatches over lockers that open to the interior of the vessel shall be included in this requirement. A yacht may have a maximum of four (two on each side of centerline) hatches that do not conform to this requirement, provided that the opening of each is less than 0.071 sq m (110 sq in). Effective for boats of a series begun after January 1, 2009, a written statement signed by the designer or other person who performed the downflooding analysis shall be carried on board. For purposes of this rule the vessel's displacement condition for the analysis shall be the Light Craft Condition LCC (in conformity with 6.3 of the EN ISO 8666 standard and 3.5.1 of the EN ISO12217-2 standard).	Mo0,1,2,3,4
b)	permanently attached	**
c)	capable of being firmly shut immediately and remaining firmly shut in a 180 degree capsized (inversion)	**
3.08.4	A companionway hatch shall:	
a)	be fitted with a strong securing arrangement which shall be operable from the exterior and interior including when the yacht is inverted	**
b)	have any blocking devices:	**
i	capable of being retained in position with the hatch open or shut	**
ii	whether or not in position in the hatchway, secured to the yacht (e.g. by lanyard) for the duration of the race, to prevent their being lost overboard	**
iii	permit exit in the event of inversion	**
3.08.5	If the companionway extends below the local sheerline and the boat has a cockpit opening aft to the sea the boat shall comply with one of the following:	Mo0,1,2,3,4
a)	the companionway sill shall not extend below the local sheerline. Or	Mo0,1,2,3,4
b)	be in full compliance with all aspects of ISO 11812 to design category A	Mo0,1,2,3,4
3.08.6	For boats with a cockpit closed aft to the sea where the companionway hatch extends below the local sheerline, the companionway shall be capable of being blocked off up to the level of the local sheerline, provided that the companionway hatch shall continue to give access to the interior with the blocking devices (e.g. washboards) in place	Mo0,1,2,3,4

3.08.7	A companionway hatch extending below the local sheerline and shall comply with either (a) or (b):	Mu0,1,2,3,4	
a)	be capable of being blocked off up to the level of the local sheerline, whilst giving access to the interior with the blocking devices (e.g. washboards) in place with a minimum sill height of 300 mm.	Mu0,1,2,3,4	
b)			
i	A companionway hatch shall be in compliance with ISO 11812 – Watertight cockpits and quick-draining cockpits to design category A	Mu0,1,2,3	
ii	A companionway hatch shall be in compliance with ISO 11812 – Watertight cockpits and quick-draining cockpits to design category B	Mu4	
3.09	Cockpits - Attention is Drawn to ISO 11812		
3.09.1	Cockpits shall be structurally strong, self-draining quickly by gravity at all angles of heel and permanently incorporated as an integral part of the hull.	**	
3.09.2	Cockpits must be essentially watertight, that is, all openings to the hull must be capable of being strongly and rigidly secured	**	
3.09.3	A bilge pump outlet pipe shall not be connected to a cockpit drain . See OSR 3.09.8 for cockpit drain minimum sizes	**	
3.09.4	A cockpit sole shall be at least 2% LWL above LWL (or in IMS yachts first launched before 1/03, at least 2% L above LWL)	**	
3.09.5	A bow, lateral, central or stern well shall be considered a cockpit for the purposes of OSR 3.09	**	
3.09.6	In cockpits opening aft to the sea structural openings aft shall be not less in area than 50% maximum cockpit depth x maximum cockpit width.	**	
3.09.7	Cockpit Volume		
TABLE 5			
	earliest of age or series date	category	
	before April 1992	the total volume of all cockpits below lowest coamings shall not exceed 6% (LWL x maximum beam x freeboard abreast the cockpit).	MoMu0,1
	before April 1992	the total volume of all cockpits below lowest coamings shall not exceed 9% (LWL x maximum beam x freeboard abreast the cockpit).	MoMu2,3,4
	April 1992 and after	as above for the appropriate category except that “lowest coamings” shall not include any aft of the FA station and no extension of a cockpit aft of the working deck shall be included in calculation of cockpit volume	**
	Note: IMS measured boats may instead of the terms LWL, maximum beam, freeboard abreast the cockpit, use the IMS terms L, B and FA.		**
3.09.8	Cockpit Drains		
	See OSR 3.09.1. Cockpit drain cross section area (after allowance for screens if fitted) shall be:-		
a)	in yachts with earliest of age or series date before 1/72 or in any yacht under 8.5m (28ft) LOA - at least that of 2 x 25mm diameter (one inch) unobstructed openings or equivalent	**	
b)	in yachts with earliest of age or series date 1/72 and later - at least that of 4 x 20mm diameter (3/4 inch) unobstructed openings or equivalent	**	
3.10	Sea Cocks or Valves		
	Sea cocks or valves shall be permanently installed on all through-hull openings below the waterline except integral deck scuppers, speed indicators, depth finders and the like, however a means of closing such openings shall be provided.	**	
3.11	Sheet Winches		
	Sheet winches shall be mounted in such a way that an operator is not required to be substantially below deck.	**	

3.12	Mast Step	The heel of a keel stepped mast shall be securely fastened to the mast step or adjoining structure.	**
3.13	Watertight Bulkheads	<i>multihulls also see OSR 3.05</i>	Mu0,1,2,3,4
3.13.1		A hull shall have either a watertight "crash" bulkhead within 15% of LOA from the bow and abaft the forward end of LWL, or permanently installed closed-cell foam buoyancy effectively filling the forward 30% LOA of the hull.	MoMu0,1,2,3,4
3.13.2		Any required watertight bulkhead shall be strongly built to take a full head of water pressure without allowing any leakage into the adjacent compartment.	MoMu0,1,2,3,4
3.13.3		A yacht shall have at least two watertight transverse main bulkheads in addition to any bulkheads positioned within the forward and aft 15 percent of the boat's LOA.	Mo0
3.13.4		Outside deck access for inspection and pumping shall be provided to every watertight compartment terminated by a hull section bulkhead, except that deck access to extreme end "crash" compartments is not required.	Mo0
3.13.5		An access hatch shall be provided in every required watertight bulkhead (except a "crash" bulkhead). The access hatch shall have means of watertight closure permanently attached to the main panel, or lid, or cover of the hatch. The closure shall not require tools to operate.	Mo0
	a)	<i>An access hatch should be capable of being securely shut within 5 seconds</i>	Mo0
3.13.6		<i>It is strongly recommended that:</i>	Mo0
	a)	<i>an extreme end "crash" bulkhead should be provided at the stern. If practicable the aft "crash" bulkhead should be forward of the rudder post.</i>	Mo0
	b)	<i>after flooding any one major compartment, a yacht should be capable of providing shelter and sustenance for a full crew for 2 weeks in an essentially dry compartment having direct access to the deck</i>	Mo0
	c)	<i>compartments between watertight bulkheads should be provided with a means of manually pumping out from within the hull from a position outside the compartment</i>	Mo0
3.14	Pulpits, Stanchions, Lifelines		
3.14.1		When due to the particular design of a multihull it is impractical to precisely follow Special Regulations regarding pulpits, stanchions, lifelines, the regulations for monohulls shall be followed as closely as possible with the aim of minimising the risk of people falling overboard.	Mu0,1,2,3,4
3.14.2		Lifeline deflection shall not exceed the following:	**
	a)	When a deflecting force of 40N is applied to a lifeline midway between supports of an upper or single lifeline, the lifeline shall not deflect more than 50mm. This measurement shall be taken at the widest span between supports that are aft of the mast.	**
	b)	When a deflecting force of 40N is applied midway between supports of an intermediate lifeline of all spans that are aft of the mast, deflection shall not exceed 120mm from a straight line between the stanchions.	**
3.14.3		The following shall be provided:	**
	a)	a bow pulpit with vertical height and openings essentially conforming to Table 7. Bow pulpits may be open but the opening between the pulpit and any part of the boat shall never be greater than 360mm (14.2") (this requirement shall be checked by presenting a 360mm (14.2") circle inside the opening)	Mo0,1,2,3,4

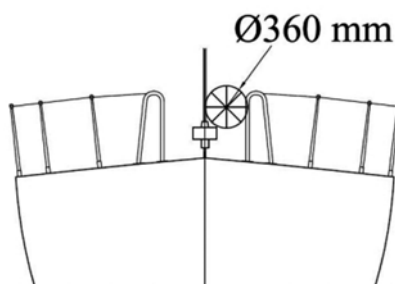


Figure 2 - Diagram Showing Pulpit Opening

	b) a stern pulpit, or lifelines arranged as an adequate substitute, with vertical openings conforming to Table 7	Mo0,1,2,3,4
	c) lifelines (guardlines) supported on stanchions, which, with pulpits, shall form an effectively continuous barrier around a working deck for man-overboard prevention. Lifelines shall be permanently supported at intervals of not more than 2.20m (86.6") and shall not pass outboard of supporting stanchions	**
	d) upper rails of pulpits at no less height above the working deck than the upper lifelines as in Table 7.	**
	e) Openable upper rails in bow pulpits shall be secured shut whilst racing	**
	f) Pulpits and stanchions shall be permanently installed. When there are sockets or studs, these shall be through-bolted, bonded or welded. The pulpit(s) and/or stanchions fitted to these shall be mechanically retained without the help of the life-lines. Without sockets or studs, pulpits and/or stanchions shall be through-bolted, bonded or welded.	**
	g) The bases of pulpits and stanchions shall not be further inboard from the edge of the appropriate working deck than 5% of maximum beam or 150 mm (6 in), whichever is greater.	**
	h) Stanchion or pulpit or pushpit bases shall not be situated outboard of a working deck. For the purpose of this rule the base shall be taken to include a sleeve or socket into which the tube is fitted but shall exclude a baseplate which carries fixings into the deck or hull.	**
	i) Provided the complete lifeline enclosure is supported by stanchions and pulpit bases effectively within the working deck, lifeline terminals and support struts may be fixed to a hull aft of the working deck	**
	j) Lifelines need not be fixed to a bow pulpit if they terminate at, or pass through, adequately braced stanchions set inside and overlapping the bow pulpit, provided that the gap between the upper lifeline and the bow pulpit does not exceed 150 mm (6 in).	**
	k) Lifelines shall be continuous and fixed only at (or near) the bow and stern. However a bona fide gate shall be permitted in the lifelines on each side of a yacht. Except at its end fittings, the movement of a lifeline in a fore-and-aft direction shall not be constrained. Temporary sleeving in 3.14.6 (c) shall not modify tension in the lifeline.	**
	l) Stanchions shall be straight and vertical except that:-	**
	i within the first 50 mm (2 in) from the deck, stanchions shall not be displaced horizontally from the point at which they emerge from the deck or stanchion base by more than 10 mm (3/8 in), and	**
	ii stanchions may be angled to not more than 10 degrees from vertical at any point above 50 mm (2 in) from the deck.	**
	m) <i>It is strongly recommended that designs also comply to ISO 15085</i>	**
3.14.4	Special Requirements for Pulpits, Stanchions, Lifelines on Multihulls The following shall be provided:-	Mu0,1,2,3,4
	a) on a trimaran - a bow pulpit on the main hull, with lifelines around the main hull supported on stanchions. The lifelines may be interrupted where there are nets or crossbeam wings outboard of the main hull	Mu0,1,2,3,4
	b) on a trimaran - where a net joins the base of a bow pulpit on the main hull, an additional lifeline from the top of the pulpit to the forward crossbeam at or outboard of the crossbeam mid-point.	Mu0,1,2,3,4
	c) on a trimaran - at a main or emergency steering position on an outrigger with or without a cockpit, lifelines protecting an arc of 3 meters diameter centred on the steering position. (When measuring between lifelines their taut, undeflected positions shall be taken for this purpose).	Mu0,1,2,3,4
	d) on a catamaran - lifelines from bow to stern on each hull and transverse lifelines to form an effectively continuous barrier around the working area for man-overboard prevention. The transverse lifelines shall be attached to bow and stern pulpits or superstructure. A webbing, strop or rope (minimum diameter 6mm) shall be rove zig-zag between the transverse lifelines and the net.	Mu0,1,2,3,4

3.14.5 Lifeline Height, Vertical Openings, Number of Lifelines

TABLE 7

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

3.14.6 Lifeline Minimum Diameters, Required Materials, Specifications

- a) [This is replaced by a RORC Prescription: Lifelines shall be of stranded stainless steel wire.](#) **
- b) The minimum diameter is specified in table 8 below. **
- c) Stainless steel lifelines shall be uncoated and used without close-fitting sleeving, however, temporary sleeving may be fitted provided it is regularly removed for inspection. **
- d) *When stainless wire is used, Grade 316 is recommended.* **
- e) [RORC Prescriptions prohibit the use of HMPE Dyneema/Spectra, so 3.14.6 e\) no longer applies.](#) **
- 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)

3.15 Multihull Nets or Trampolines

3.15.1 The word "net" is interchangeable with the word "trampoline"

A net shall be:-

- a) essentially horizontal Mu0,1,2,3,4
- b) made from durable woven webbing, water permeable fabric, or mesh with openings not larger than 5.08cm (2 inches) in any dimension. Attachment points shall be planned to avoid chafe. The junction between a net and a yacht shall present no risk of foot trapping Mu0,1,2,3,4
- c) solidly fixed at regular intervals on transverse and longitudinal support lines and shall be fine-stitched to a bolt rope Mu0,1,2,3,4
- d) able to carry the full weight of the crew either in normal working conditions at sea or in case of capsize when the yacht is inverted. Mu0,1,2,3,4
- e) *It is recommended that lines used to tie the nets should be individually tied and not continuously connected to more than four attachment points per connecting line* Mu0,1,2,3,4

3.15.2	Trimarans with Double Crossbeams	
a)	A trimaran with double crossbeams shall have nets on each side covering:-	Mu0,1,2,3,4
b)	the rectangles formed by the crossbeams, central hull and outriggers	Mu0,1,2,3,4
c)	the triangles formed by the aft end of the central pulpit, the mid-point of each forward crossbeam, and the intersection of the crossbeam and the central hull	Mu0,1,2,3,4
d)	the triangles formed by the aftermost part of the cockpit or steering position (whichever is furthest aft), the mid-point of each after crossbeam, and the intersection of the crossbeam and the central hull; except that:-	Mu0,1,2,3,4
e)	the requirement in OSR 3.15.2(d) shall not apply when cockpit coamings and/or lifelines are present which comply with the minimum height requirements in Table 7	Mu0,1,2,3,4
3.15.3	Trimarans with Single Crossbeams	
a)	A trimaran with a single crossbeam shall have nets between the central hull and each outrigger:-	Mu0,1,2,3,4
b)	on each side between two straight lines from the intersection of the crossbeam and the outrigger, respectively to the aft end of the pulpit on the central hull, and to the aftermost point of the cockpit or steering position on the central hull (whichever is furthest aft)	Mu0,1,2,3,4
3.16	Catamarans	
a)	On a catamaran the total net surface shall be limited:	
b)	laterally by the hulls	Mu0,1,2,3,4
c)	longitudinally by transverse stations through the forestay base, and the aftermost point of the boom lying fore and aft. However, a catamaran with a central nacelle (non-immersed) may satisfy the regulations for a trimaran	Mu0,1,2,3,4
3.17	Toe Rail or Foot - Stop	Mo0,1,2,3
3.17.1	A toe rail of minimum height 25 mm (1 in) shall be permanently installed around the foredeck from abreast the mast, except in way of fittings and not further inboard from the edge of the working deck than one third of the local half-beam.	Mo0,1,2,3
3.17.2	The following variations shall apply:-	Mo0,1,2,3
TABLE 9		Mo0,1,2,3
LOA	earliest of age or series date	minimum requirements
any	before January 1981	a toe rail minimum height of 20 mm (3/4 in) is acceptable.
any	before January 1994	an additional lifeline of minimum height 25 mm (1 in) and maximum height 50 mm (2 in) is acceptable in lieu of a toe rail (but shall not count as an intermediate lifeline).
any	January 1994 and after	the toe rail shall be fitted as close as practicable to the vertical axis of stanchion bases but not further inboard than 1/3 the local half-beam.
3.18	Toilet	
3.18.1	A toilet, permanently installed	MoMu0,1,2
3.18.2	A toilet, permanently installed or fitted bucket	MoMu3,4
3.19	Bunks	
3.19.1	Bunks, permanently installed, one for each member of the declared crew	MoMu0
3.19.2	Bunks, permanently installed	**
3.20	Cooking Facilities	

3.20.1	A cooking stove, permanently installed or securely fastened with safe accessible fuel shutoff control and capable of being safely operated in a seaway.	MoMu0,1,2,3
3.21	Drinking Water Tanks & Drinking Water	MoMu0,1,2,3
3.21.1	Drinking Water Tanks	MoMu0,1,2,3
a)	A yacht shall have a permanently installed delivery pump and water tank(s):	MoMu0,1,2,3
i	dividing the water supply into at least three compartments	MoMu0
ii	dividing the water supply into at least two compartments	MoMu1
3.21.2	Drinking Water	
a)	Each yacht shall have the necessary equipment (which may include watermakers and tanks containing water) permanently installed to provide at least 3 litres of drinking water per person per day for at least the likely duration of the voyage	MoMu0
3.21.3	Emergency Drinking Water	MoMu0,1,2,3
a)	At least 9 litres (2 UK gallons, 2.4 US gallons) of drinking water for emergency use shall be provided in a dedicated and sealed container or container(s)	MoMu1,2,3
b)	In the absence of a power driven watermaker, at least 1 litre per person per day in at least two separate containers shall be provided for the expected duration of the voyage	MoMu0
c)	When a power-driven watermaker is on board, at least 500ml per person per day in at least two separate containers shall be provided for the expected duration of the voyage	MoMu0
d)	Facilities shall be provided to collect rainwater for drinking purposes including when dismasted	MoMu0
e)	<i>All drinking water and any desalination units should be so arranged that drinking water is readily accessible when the yacht is inverted.</i>	Mu0
3.22	Hand Holds	
	Adequate hand holds shall be fitted below deck so that crew members may move about safely at sea.	**
	<i>A hand hold should be capable of withstanding without rupture a side force of 1500N - attention is drawn to ISO 15085.</i>	
3.23	Bilge Pumps and Buckets	
3.23.1	No bilge pump may discharge into a cockpit unless that cockpit opens aft to the sea.	**
3.23.2	Bilge pumps shall not be connected to cockpit drains. (OSR 3.09)	**
3.23.3	Bilge pumps and strum boxes shall be readily accessible for maintenance and for clearing out debris	**
3.23.4	Unless permanently installed, each bilge pump handle shall be provided with a lanyard or catch or similar device to prevent accidental loss	**
3.23.5	The following shall be provided:	
a)	two permanently installed manual bilge pumps, one operable from above, the other from below deck. Each pump shall be operable with all cockpit seats, hatches and companionways shut and shall have permanently installed discharge pipe(s) of sufficient capacity to accommodate simultaneously both pumps	Mo0,1,2
b)	one permanently installed manual bilge pump either above or below deck. The pump shall be operable with all cockpit seats, hatches and companionways shut and shall have a permanently installed discharge pipe.	Mu0,1,2
c)	multihulls shall have provision to pump out all watertight compartments (except those filled with impermeable buoyancy).	Mu0,1,2,3,4
d)	at least one permanently installed manual bilge pump operable with all cockpit seats, hatches and companionways shut	Mo3
e)	one manual bilge pump	Mo4
f)	two buckets of stout construction each with at least 9 litres (2 UK gallons, 2.4 US gallons) capacity. Each bucket to have a lanyard.	**
3.24	Compass	
3.24.1	The following shall be provided:-	

	a) a marine magnetic compass, independent of any power supply, permanently installed and correctly adjusted with deviation card, and	**								
	b) a magnetic compass independent of any power supply, capable of being used as a steering compass which may be hand-held	MoMu0,1,2,3								
3.25	Halyards.									
	No mast shall have less than two halyards, each capable of hoisting a sail.	**								
3.26	Bow Fairlead									
	A bow fairlead, closed or closable and a cleat or securing arrangement, suitable for towing shall be permanently installed.	Mo0								
3.27	Navigation Lights (see OSR 2.03.3)									
3.27.1	Navigation lights shall be mounted so that they will not be masked by sails or the heeling of the yacht.	**								
3.27.2	Navigation lights shall not be mounted below deck level and should be at no less height than immediately under the upper lifeline.	**								
3.27.3	<i>Navigation light intensity</i>									
	<table><tr><th colspan="2">TABLE 10</th></tr><tr><td>LOA</td><td>Guide to required minimum power rating for an electric bulb in a navigation light</td></tr><tr><td>under 12 m (39.4 ft)</td><td>10 W</td></tr><tr><td>12 m (39.4 ft) and above</td><td>25 W</td></tr></table>	TABLE 10		LOA	Guide to required minimum power rating for an electric bulb in a navigation light	under 12 m (39.4 ft)	10 W	12 m (39.4 ft) and above	25 W	
TABLE 10										
LOA	Guide to required minimum power rating for an electric bulb in a navigation light									
under 12 m (39.4 ft)	10 W									
12 m (39.4 ft) and above	25 W									
3.27.4	Reserve navigation lights shall be carried having the same minimum specifications as the navigation lights above, with a separable power source, and wiring or supply system essentially separate from that used for the normal navigation lights	MoMu0,1,2,3								
3.27.5	spare bulbs for navigation lights shall be carried, or for lights not dependent on bulbs, appropriate spares.	**								
3.28	Engines, Generators, Fuel									
3.28.1	Propulsion Engines	**								
	a) Engines and associated systems shall be installed in accordance with their manufacturers' guidelines and shall be of a type, strength, capacity, and installation suitable for the size and intended use of the yacht.	**								
	b) An inboard propulsion engine when fitted shall: be provided with a permanently installed exhaust, coolant, and fuel supply systems and fuel tank(s); be securely covered; and have adequate protection from the effects of heavy weather.	**								
	c) A propulsion engine required by Special Regulations shall provide a minimum speed in knots of (1.8 x square root of LWL in metres) or (square root of LWL in feet)	MoMu0,1,2,3								
	d) A propulsion engine shall be provided either as an inboard propulsive engine or as an outboard engine with associated tanks and fuel supply systems, all securely fastened.	Mo3								
	e) An inboard propulsion engine shall be provided for yachts	Mo0,1,2Mu0								
	f) Boats of less than 12.0 m hull length may be provided with an inboard propulsion engine, or an outboard engine together with permanently installed fuel supply systems and fuel tank(s) may be used as an alternative.	Mu1,2,3								
3.28.2	Generator									
	A separate generator for electricity is optional. However, when a separate generator is carried it shall be permanently installed, securely covered, and shall have permanently installed exhaust, cooling and fuel supply systems and fuel tank(s), and have adequate protection from the effects of heavy weather.	**								
3.28.3	Fuel Systems									
	a) Each fuel tank provided with a shutoff valve. Except for permanently installed linings or liners, a flexible tank is not permitted as a fuel tank.	MoMu0,1,2,3								

	b) The propulsion engine shall have a minimum amount of fuel which may be specified in the Notice of Race but if not, shall be sufficient to be able to meet charging requirements for the duration of the race and to motor at the above minimum speed for at least 8 hours	MoMu0,1,2,3
3.28.4	Battery Systems	
	a) When an electric starter is the only method for starting the engine, the yacht shall have a separate battery, the primary purpose of which is to start the engine	MoMu0,1,2,3
	b) All rechargeable batteries on board shall be of the sealed type from which liquid electrolyte cannot escape. Other types of battery installed on board at 1/12 may continue in use for the remainder of their service lives.	MoMu0,1,2,3
3.29	Communications Equipment, EPFS (Electronic Position-Fixing System), Radar, AIS	**
	<i>Provision of GMDSS is unlikely to be mandatory for small craft during the term of the present Special Regulations.</i>	MoMu0,1,2,3
3.29.1	The following shall be provided:	**
	a) A marine radio transceiver (or if stated in the Notice of Race, an installed satcom terminal), and i an emergency antenna when the regular antenna depends upon the mast.	MoMu0,1,2,3 MoMu0,1,2,3
	b) When the marine radio transceiver is VHF: i it shall have a rated output power of 25W	MoMu0,1,2,2 MoMu0,1,2,3
	ii it shall have a masthead antenna, and co-axial feeder cable with not more than 40% power loss	MoMu0,1,2,3
	iii <i>the following types and lengths of co-axial feeder cable will meet the requirements of OSR 3.29.1 (b)(ii): (a) up to 15m (50ft) - type RG8X ("mini 8"); (b) 15-28m (50-90ft) - type RG8U; (c) 28-43m (90-140ft) - type 9913F (uses conventional connectors, available from US supplier Belden); (d) 43-70m (140-230ft) - type LMR600 (uses special connectors, available from US supplier Times Microwave).</i>	MoMu0,1,2,3
	iv <i>it should include channel 72 (an international ship-ship channel which, by common use, has become widely accepted as primary choice for ocean racing yachts anywhere in the world)</i>	MoMu0,1,2,3
	v <i>VHF transceivers installed after 31 December 2015 shall be DSC capable.</i>	MoMu1,2,3
	vi <i>DSC capable VHF transceivers shall be programmed with an assigned MMSI (unique to the boat), be connected to a GPS receiver and be capable of making distress alert calls as well as sending and receiving a DSC position report with another DSC equipped station</i>	MoMu1,2,3
	vii Notwithstanding OSR 3.29.1 (b) a yacht in Category Zero race shall have a marine VHF DSC radio in accordance with OSR 3.29.1 (b) (i) and (ii) covering all international and US marine channels and meeting the class D specification of the ITU.	MoMu0
	c) At least two hand-held satellite telephones, watertight or with waterproof covers and internal batteries. When not in use each to be stowed in a grab bag (see OSR 4.21)	MoMu0
	d) At least two hand-held marine VHF transceivers each with min 5w output power, watertight or with waterproof covers. When not in use to be stowed in a grab bag (see OSR 4.21)	MoMu0
	e) <i>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). The handheld receiver should have Digital Selective Calling (DSC) and be equipped with GPS.</i>	MoMu1,2,3,4
	f) Independent of a main radio transceiver, a radio receiver capable of receiving weather bulletins	**
	g) <i>It is strongly recommended that a hand-held watertight transceiver operating on one or more aviation frequencies including 121.5MHz should be provided. This will enable communications between the yacht and aircraft on SAR duties, not all of which have maritime VHF. When not in use to be stowed in a grab bag (see OSR 4.21.2)</i>	MoMu0
	h) A D/F (direction-finding) radio receiver operating on 121.5MHz to take a bearing on a PLB or EPIRB, or an alternative device for man-overboard location when each crew member has an appropriate personal unit (see OSR 5.07);	MoMu0
	i) An EPFS (Electronic Position-Fixing System) (e.g. GPS)	MoMu0,1,2,3
	j) A Standard-C satellite terminal (GMDSS) shall be permanently installed and permanently powered up for the duration of the race and for which the race committee shall have polling authority.	MoMu0

k)	An MF/HF marine SSB transceiver (GMDSS/DSC) with at least 125 watts transmitter power and frequency range from at least 1.6 to 29.9 MHz with permanently installed antenna and earth.	MoMu0
l)	An active radar set permanently installed either:	MoMu0
i	A pulse (magnetron) unit with not less than 4kW PEP and an antenna unit with a maximum dimension not less than 533mm; Or	
ii	A frequency modulated continuous wave (FMCW) Broadband Radar™ unit.	
	The radar antenna unit shall remain essentially horizontal when the yacht is heeled and at least 7 meters above the water. Installations in place before January 2006 shall comply as closely as possible with OSR 3.29(L).	
m)	A class A AIS	MoMu0
n)	An AIS Transponder	MoMu1,2
o)	An AIS Transponder is recommended	MoMu3
p)	An AIS antenna shall be mounted on top of the main mast.	MoMu0,1,2
3.29.2	<i>Yachts are reminded that no reflector, active or passive, is a guarantee of detection or tracking by a vessel using radar.</i>	**
a)	<i>The attention of persons in charge is drawn to legislation in force or imminent affecting the territorial seas of some countries in which the carriage of an AIS set is or will be mandatory for certain vessels including relatively small craft.</i>	**
SECTION 4 - PORTABLE EQUIPMENT & SUPPLIES for the yacht		
(for water & fuel see OSR 3.21 and OSR 3.28)		
4.01	Sail Letters & Numbers	
4.01.1	Yachts which are not in an ISAF International Class or Recognized Class shall comply with RRS 77 and Appendix G as closely as possible, except that sail numbers allotted by a State authority are acceptable .	**
<u>4.01.2</u>	<u>ISAF OSR 4.01.2 is amended to read: After the start when sail numbers are not displayed elsewhere (sails down) they shall be displayed on the port quarter. It is particularly important that all vessels can be identified so that they can be excluded from any search and rescue operation.</u>	**
4.02	Hull marking (colour blaze)	Mo0,1,Mu0,1,2,3,4
4.02.1	To assist in SAR location:-	
a)	Each yacht shall show at least 4 m ² of fluorescent pink or orange or yellow colour as far as possible in a single area on the coachroof and/or deck where it can best be seen	MoMu0
b)	<i>Each yacht is recommended to show at least 1 m² of fluorescent pink or orange or yellow colour as far as possible in a single area on the coachroof and/or deck where it can best be seen</i>	MoMu1
4.02.2	Multihulls shall show on the underside, where they can be seen when inverted, an solid area of highly-visible colour (e.g. Day-Glo pink, orange, or yellow) of at least 1m ²	Mu0,1,2,3,4
4.02.3	<i>Each yacht is recommended to show on each underwater appendage an area of highly-visible colour</i>	MoMu0,1
4.03	Soft Wood Plugs	
	Soft wood plugs, tapered and of the appropriate size, shall be attached or stowed adjacent to the appropriate fitting for every through-hull opening.	**
4.04	Jackstays, Clipping Points and Static Safety Lines	
4.04.1	Jackstays shall be provided-	
a)	attached to through-bolted or welded deck plates or other suitable and strong anchorage fitted on deck, port and starboard of the yacht's centre line to provide secure attachments for safety harness:-	MoMu0,1,2,3
b)	comprising stainless steel 1 x 19 wire of minimum diameter 5 mm (3/16 in), high modulus polyethylene (such as Dyneema/Spectra) rope or webbing of equivalent strength;	MoMu0,1,2,3
c)	which, when made from stainless steel wire shall be uncoated and used without any sleeving;	MoMu0,1,2,3

	d) 20kN (2,040 kgf or 4,500 lbf) min breaking strain webbing is recommended;	MoMu0,1,2,3
	e) at least two of which should be fitted on the underside of a multihull in case of inversion.	Mu0,1,2,3
4.04.2	Clipping Points:- shall be provided-	
	a) attached to through-bolted or welded deck plates or other suitable and strong anchorage points adjacent to stations such as the helm, sheet winches and masts, where crew members work for long periods:-	MoMu0,1,2,3
	b) which, together with jackstays and static safety lines shall enable a crew member-	MoMu0,1,2,3
	i to clip on before coming on deck and unclip after going below;	MoMu0,1,2,3
	ii whilst continuously clipped on, to move readily between the working areas on deck and the cockpit(s) with the minimum of clipping and unclipping operations.	MoMu0,1,2,3
	c) The provision of clipping points shall enable two-thirds of the crew to be simultaneously clipped on without depending on jackstays	MoMu0,1,2,3
	d) In a trimaran with a rudder on the outrigger, adequate clipping points shall be provided that are not part of the deck gear or the steering mechanism, in order that the steering mechanism can be reached by a crew member whilst clipped on.	Mu0,1,2,3
	e) Warning - U-bolts as clipping points - see OSR 5.02.1(a)	
4.05	Fire Extinguishers	
	Shall be provided as follows:	
4.05.1	Fire extinguishers, at least two, readily accessible in suitable and different parts of the yacht	**
4.05.2	Fire Extinguishers, at least two, of minimum 2kgs each of dry powder or equivalent	MoMu0,1,2,3
4.05.3	Fire extinguishers, at least three of minimum 2 kgs each of dry powder or equivalent including at least one extinguisher or system suitable for dealing with fire in a machinery space	MoMu0
4.05.4	A fire blanket adjacent to every cooking device with an open flame	**
4.06	Anchor(s)	
4.06.1	An anchor or anchors shall be carried according to the table below:	**
TABLE 11		**
LOA	detail	category
any	The specification of anchor, chain and rope shall be in accordance with relevant class rules or the rules of a recognised Classification Society (eg Lloyd's, DNV, etc.)	MoMu0
8.5 m (28 ft) and over	2 anchors together with a suitable combination of chain and rope, all ready for immediate use	MoMu1,2,3
under 8.5 m (28 ft)	1 anchor together with a suitable combination of chain and rope, all ready for immediate use	MoMu1,2,3
any	1 anchor, readily accessible	MoMu4
4.07	Flashlight(s) and Searchlight(s)	
4.07.1	The following shall be provided:-	
	a) A watertight, high-powered searchlight, suitable for searching for a person overboard at night and for collision avoidance with spare batteries and bulbs, and	**
	b) a watertight flashlight with spare batteries and bulb	**
	c) for Mu3,4 the watertight flashlight in OSR 4.07.1 (b) shall be stowed in the grab bag or emergency container	Mu3,4
	d) a watertight high-intensity heavy duty handlamp powered by the ships' batteries, instantly available for use on deck and in the cockpit, with spare bulbs	MoMu0

e)	<u>a watertight high-intensity heavy duty searchlight powered by the ships' batteries, instantly available for use on deck and in the cockpit, with spare bulbs. The searchlight shall be capable of continuous use. If rechargeable the searchlight shall be capable of operating whilst being charged.</u>	MoMu0,1,2,3
f)	<u>RORC recommends: A floating torch should be carried ready for immediate use in the event of man overboard at night, where the torch can be thrown in the sea and the beam will shine vertically upwards as an aid to finding the man in the dark</u>	**
4.08	First Aid Manual and First Aid Kit	**
4.08.1	A suitable First Aid Manual shall be provided	**
	<i>In the absence of a National Authority's requirement, the latest edition of one of the following is recommended:-</i>	**
a)	<i>International Medical Guide for Ships, World Health Organisation, Geneva</i>	MoMu0,1
b)	<i>First Aid at Sea, by Douglas Justins and Colin Berry, published by Adlard Coles Nautical,London</i>	MoMu2,3,4
c)	<i>Le Guide de la medecine a distance, by Docteur J Y Chauve, published by Distance Assistance BP33 F-La Baule, cedex, France.</i>	**
d)	<i>'PAN-PAN medico a bordo' in Italian edited by Umberto Verna. www.panpan.it</i>	MoMu2,3,4
e)	<i>Skipper's Medical Emergency Handbook by Dr Spike Briggs and Dr Campbell Mackenzie www.msos.org.uk</i>	**
4.08.2	A First Aid Kit shall be provided	**
4.08.3	<i>The contents and storage of the First Aid Kit should reflect the guidelines of the Manual carried, the likely conditions and duration of the passage, and the number of people aboard the yacht.</i>	**
4.09	Foghorn	
	A foghorn shall be provided	**
4.10	Radar Reflector	
4.10.1	An octahedral passive radar reflector shall be carried with circular sector plates of minimum diameter 30 cm (12") or a reflector with a documented minimum Radar Cross Section (RCS) area of 2 m2.	**
4.10.2	A Radar Target Enhancer (RTE) shall be carried which complies with ISO 8729-2:2009 or equivalent.	MoMu0
4.11	Navigation Equipment	
4.11.1	Charts	
	Navigational charts (not solely electronic), light list and chart plotting equipment shall be provided	**
4.11.2	<i>Reserve Navigation System</i>	
	<i>Navigators are recommended to carry a sextant with suitable tables and a timepiece or an adequate reserve navigation system so that total reliance is not placed on dead-reckoning and a single form of EPFS (Electronic Position-Fixing System) (see Volpe Report at www.navcen.uscg.gov/archive/2001/Oct/FinalReport-v4.6.pdf)</i>	MoMu0,1
4.12	Safety Equipment Location Chart	
	A safety equipment location chart in durable waterproof material shall be displayed in the main accommodation where it can best be seen, clearly marked with the location of principal items of safety equipment.	**
4.13	Echo Sounder or Lead Line	
4.13.1	An echo sounder or lead line shall be provided	MoMu1,2,3,4
4.13.2	Two independent echo sounders shall be provided	MoMu0
4.14	Speedometer or Distance Measuring Instrument (log)	
	A speedometer or distance measuring instrument (log) shall be provided	MoMu0,1,2,3
4.15	Emergency Steering	
4.15.1	Emergency steering shall be provided as follows:	

	a) except when the principal method of steering is by means of an unbreakable metal tiller, an emergency tiller capable of being fitted to the rudder stock;	MoMu0,1,2,3
	b) crews must be aware of alternative methods of steering the yacht in any sea condition in the event of rudder loss. At least one method must have been proven to work on board the yacht. An inspector may require that this method be demonstrated.	MoMu0,1,2,3
4.16	Tools and Spare Parts	
	Tools and spare parts, including effective means to quickly disconnect or sever the standing rigging from the hull shall be provided.	**
4.17	Yacht's name	
	Yacht's name shall be on miscellaneous buoyant equipment, such as lifejackets, cushions, life-buoys, lifeslings, grab bags etc.	**
4.18	Marine grade retro-reflective material	
	Marine grade retro-reflective material shall be fitted to lifebuoys, lifeslings, liferafts and lifejackets. See OSRs 5.04, 5.08.	**
4.19	EPIRBs	
4.19.1	A 406 MHz EPIRB shall be provided	MoMu1,2
	a) At least two 406 MHz EPIRBs shall be provided	MoMu0
	b) <i>It is recommended that a 406 MHz EPIRB should include an internal GPS, and also a 121.5MHz transmitter for local homing.</i>	MoMu0,1,2
	c) <i>Every EPIRB shall be registered with the appropriate authority associated with the country code in the hexadecimal identification (15 Hex ID) of the beacon. A beacon can be registered online with the Cospas-Sarsat IBRD if the country does not provide a registration facility and the country has allowed direct registration in the IBRD.</i>	MoMu0,1,2
	d) Every ship's 406 MHz EPIRB shall be water and manually activated.	MoMu0,1,2
	e) <i>A list of registration numbers of 406 EPIRBs should be notified to event organizers and kept available for immediate use.</i>	MoMu0,1,2
	f) <i>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.</i>	MoMu0,1,2
	g) <i>See OSR 3.29.1(e) for on-board D/F and OSR 5.07.1(b) for personal EPIRBs (PLBs)</i>	MoMu0
4.20	Liferafts	MoMu0,1,2
4.20.1	Liferaft Construction and Packed Equipment	
	a) A sufficient number of liferafts shall be provided so that in the event of any one liferaft being lost or rendered unserviceable, sufficient aggregate capacity remains for all persons on board	MoMu0
	b) Liferafts shall comply with SOLAS LSA code 1997 Chapter IV or later version except that they are acceptable with a capacity of 4 persons and may be packed in a valise. A SOLAS liferaft shall contain at least a SOLAS "A" pack.	MoMu0
4.20.2	Liferaft(s) shall be provided capable of carrying the whole crew when each liferaft shall comply with either:-	MoMu1,2
	a) OSR 4.20.1 (b) (SOLAS), or	MoMu1,2
	b) for liferafts manufactured prior to January 2003, OSR Appendix A part I (ORC), or	MoMu1,2
	c) OSR Appendix A part II (ISAF) when, unless otherwise specified by a race organizer, the floor shall include thermal insulation, or	MoMu1,2
	d) ISO 9650 Part I Type I Group A (ISO) when each liferaft shall contain at least a Pack 2 (<24h) and-	MoMu1,2
	i shall have a semi-rigid boarding ramp, and	MoMu1,2
	ii shall be so arranged that any high-pressure hose shall not impede the boarding process, and	MoMu1,2
	iii shall have a topping-up means provided for any inflatable boarding ramp, and	MoMu1,2
	iv when the liferaft is designed with a single ballast pocket this shall be accepted provided the liferaft otherwise complies with ISO 9650 and meets a suitable test of ballast pocket strength devised by the manufacturer and	MoMu1,2

	v compliance with OSR 4.20.2 (d) i-iv shall be indicated on the liferaft certificate.	MoMu1,2
4.20.3	Liferaft Packing and Stowage	MoMu0,1,2
	A Liferaft shall be either:-	MoMu0,1,2
	a) packed in a transportable rigid container or canister and stowed on the working deck or in the cockpit, or:-	MoMu0,1,2
	b) packed in a transportable rigid container or canister or in a valise and stowed in a purpose-built rigid compartment containing liferaft(s) only and opening into or adjacent to the cockpit or working deck, or through a transom, provided that:-	MoMu0,1,2
	i each compartment is watertight or self-draining (self-draining compartments will be counted as part of the cockpit volume except when entirely above working deck level or when draining independently overboard from a transom stowage - see OSR 3.09) and-	MoMu0,1,2
	ii the cover of each compartment is capable of being easily opened under water pressure, and-	MoMu0,1,2
	iii the compartment is designed and built to allow a liferaft to be removed and launched quickly and easily, or-	MoMu0,1,2
	iv in a yacht with age or series date before June 2001, a liferaft may be packed in a valise not exceeding 40kg securely stowed below deck adjacent to a companionway.	MoMu1,2
	v Liferaft stowage on a multihull and a monohull with moveable ballast shall be such that each liferaft may be readily removed and launched whether or not the yacht is inverted	MoMu0,1,2
	c) The end of each liferaft painter should be permanently made fast to a strong point on board the yacht.	MoMu0,1,2
4.20.4	Liferaft Launching	MoMu0,1,2
	a) Each raft shall be capable of being got to the lifelines or launched within 15 seconds.	MoMu0,1,2
	b) Each liferaft of more than 40kg weight should be stowed in such a way that the liferaft can be dragged or slid into the sea without significant lifting	MoMu0,1,2
4.20.5	Liferaft Servicing and Inspection	MoMu0,1,2
	<i>IMPORTANT NOTICE Recent evidence has shown that packaged liferafts are vulnerable to serious damage when dropped (eg from a boat onto a marina pontoon) or when subjected to the weight of a crew member or heavy object (eg an anchor). Damage can be caused internally by the weight of the heavy steel CO2 bottle abrading or splitting neighbouring layers of buoyancy tube material. ISAF has instituted an investigation into this effect and as an interim measure requires that every valise-packed liferaft shall have an annual certificate of servicing. A liferaft should be taken for servicing if there is any sign of damage or deterioration (including on the underside of the pack). Persons in charge should insist on great care in handling liferafts and apply the rules NO STEP and DO NOT DROP UNLESS LAUNCHING INTO THE SEA.</i>	MoMu0,1,2
	a) Certificates or copies, of servicing and/or inspection shall be kept on board the yacht. Every SOLAS liferaft and every valise-packed liferaft shall have a valid annual certificate of new or serviced status from the manufacturer or his approved service station.	MoMu0,1,2
	b) A liferaft built to OSR Appendix A part I ("ORC") packed in a rigid container or canister shall either be serviced annually or may, when the manufacturer so specifies, be inspected annually (not necessarily unpacked) provided the yacht has on board written confirmation from the manufacturer's approved service station stating that the inspection was satisfactory.	MoMu0,1,2
	c) A liferaft built to OSR Appendix A part II ("ISAF") packed in a rigid container or canister shall either be serviced annually or may, when the manufacturer so specifies, have its first service no longer than 3 years after commissioning and its second service no longer than 2 years after the first. Subsequent services shall be at intervals of not more than 12 months.	MoMu1,2
	d) A liferaft built to ISO 9650 Part 1 Type Group A, packed in a rigid container or canister shall be serviced in accordance with the manufacturer's instructions but NOT less frequently than every three years	MoMu1,2
	e) A liferaft built to ISO 9650 Part 1 Type Group A packed in a valise shall be inspected annually by an approved manufacturer's agent and serviced in accordance with the manufacturer's instructions but NOT less frequently than every three years.	MoMu1,2
	f) Liferaft servicing certificates shall state the specification that the liferaft was built to. See OSR 4.20.2	MoMu1,2

4.21	Grab Bags	
4.21.1	Grab Bag or Emergency Container for Multihulls Without Liferafts	Mu3,4
	a) A multihull without a liferaft shall have, readily accessible whether or not the yacht is inverted, either a watertight compartment or a grab bag with the following minimum contents. A grab bag shall have inherent flotation, at least 0.1 m ² area of fluorescent orange colour on the outside, shall be marked with the name of the yacht, and shall have a lanyard and clip.	Mu3,4
	b) <i>Note: it is not intended to duplicate in a grab bag etc. items required by other OSRs to be on board the yacht - this regulation covers only the stowage of those items</i>	Mu3,4
	c) a watertight hand-held marine VHF transceiver plus a spare set of batteries	Mu3,4
	d) a watertight flashlight with spare batteries and bulb	Mu3,4
	e) 2 red parachute and 3 red hand flares	Mu3,4
	f) a watertight strobe light with spare batteries	Mu3,4
	g) a knife	Mu3,4
4.21.2	Grab Bags to Accompany Liferafts	
	a) <i>A yacht is recommended to have for each liferaft, a grab bag with the following minimum contents. A grab bag should have inherent flotation, at least 0.1 m² area of fluorescent orange colour on the outside, should be marked with the name of the yacht, and should have a lanyard and clip.</i>	MoMu0,1,2
	b) <i>Note: it is not intended to duplicate in a grab bag items required by other OSRs to be on board the yacht - these recommendations cover only the stowage of those items</i>	MoMu0,1,2
	c) <u>The RORC recommends that consideration be taken when stowing a Grab Bag to its accessibility in the event of a full inversion</u>	Mo0,1,2
4.21.3	Grab Bag Recommended Contents	
	a) <i>2 red parachute and 2 red hand flares and cyalume-type chemical light sticks (red flares compliant with SOLAS)</i>	MoMu1,2
	b) <i>watertight hand-held EPFS (Electronic Position-Fixing System) (eg GPS) in at least one of the grab bags carried by a yacht</i>	MoMu1,2
	c) <i>SART (Search and Rescue Transponder) in at least one of the grab bags carried by a yacht</i>	MoMu1,2
	d) <i>a combined 406MHz/121.5MHz EPIRB registered to the boat (see OSR 4.19.1) in at least one of the grab bags.</i>	MoMu1,2
	e) <i>water in re-sealable containers or a hand-operated desalinator plus containers for water</i>	MoMu1,2
	f) <i>a watertight hand-held marine VHF transceiver plus a spare set of batteries</i>	MoMu0,1,2
	g) <i>a watertight flashlight with spare batteries and bulb</i>	MoMu0,1,2
	h) <i>dry suits or thermal protective aids or survival bags</i>	
	i) <i>second sea anchor for the liferaft (not required if the liferaft has already a spare sea anchor in its pack) (recommended standard ISO 17339) with swivel and >30m line diameter >9.5 mm</i>	MoMu0,1,2
	j) <i>two safety tin openers (if appropriate)</i>	MoMu0,1,2
	k) <i>first-aid kit including at least 2 tubes of sunscreen. All dressings should be capable of being effectively used in wet conditions. The first-aid kit should be clearly marked and re-sealable.</i>	MoMu0,1,2
	l) <i>signalling mirror</i>	MoMu0,1,2
	m) <i>high-energy food (min 10 000kJ per person recommended for Cat Zero)</i>	MoMu0,1,2
	n) <i>nylon string, polythene bags, seasickness tablets (min 6 per person recommended)</i>	MoMu0,1,2
	o) <i>watertight hand-held aviation VHF transceiver (if race area warrants)</i>	MoMu0,1,2
	p) <i>water in re-sealable containers and a hand-operated desalinator</i>	MoMu0
	q) <i>hand-held satellite telephone with waterproof cover and internal batteries</i>	MoMu0
	r) <i>strobe light</i>	MoMu0
	s) <i>medical supplies including any for pre-existing medical conditions of any crew member</i>	MoMu0

t)	<i>spare unbreakable spectacles for any crew members needing them</i>	MoMu0
u)	<i>wet notebook with captive pencil</i>	MoMu0
v)	<i>powerful whistle (operated by mouth)</i>	MoMu0
w)	<i>6 red SOLAS compliant parachute flares, 3 white parachute flares, 2 orange SOLAS compliant smoke flares, cyalume-type light sticks</i>	MoMu0
x)	<i>a watertight, high-powered torch (flashlight) with spare batteries and bulbs</i>	MoMu0
y)	<i>watertight hand-held EPFS (Electronic Position-Fixing System) (eg GPS)</i>	MoMu0
z)	<i>SART (Search and Rescue Transponder)</i>	MoMu0
4.21.4	<i>Swimmer of the Watch Bag</i>	MoMu0
a)	<i>It is recommended to keep a bag, stored ready for immediate use within reach of the main companionway hatch, to facilitate the recovery of a man overboard by a swimmer of the watch and containing-</i>	MoMu0
b)	<i>50 metres of buoyant 8mm rope</i>	MoMu0
c)	<i>a pair of swim fins</i>	MoMu0
d)	<i>a semi-automatic life jacket</i>	MoMu0
e)	<i>suitable clothing to effect a man overboard recovery in cold water</i>	MoMu0
4.22	Lifebuoys	
4.22.1	The following shall be provided within reach of the helmsman and ready for instant use:	**
a)	a lifebuoy with a self-igniting light and a drogue.	**
b)	In addition to a) above, one lifebuoy within reach of the helmsman and ready for instant use, equipped with:	MoMu0,1,2
i	a whistle, a drogue, a self-igniting light and	MoMu0,1,2
ii	a pole and flag. The pole shall be either permanently extended or be capable of being fully automatically extended (not extendable by hand) in less than 20 seconds. It shall be attached to the lifebuoy with 3 m (10 ft) of floating line and is to be of a length and so ballasted that the flag will fly at least 1.8 m (6 ft) off the water.	MoMu0,1,2
iii	Each lifebuoy shall be equipped with a sachet of fluoresceine dye	MoMu0
4.22.2	When at least two lifebuoys (and/or Lifeslings) are carried, at least one of them shall depend entirely on permanent (eg foam) buoyancy.	MoMu0,1,2
4.22.3	Each inflatable lifebuoy and any automatic device (eg pole and flag extended by compressed gas) shall be tested and serviced at intervals in accordance with its manufacturer's instructions.	**
4.22.4	Each lifebuoy or lifesling shall be fitted with marine grade retro-reflective material (4.18).	**
4.22.5	<i>It is recommended that the colour of each lifebuoy be a safety colour in the yellow-red range.</i>	**
4.23	Pyrotechnic and Light Signals	
4.23.1	Pyrotechnic signals shall be provided conforming to SOLAS LSA Code Chapter III Visual Signals and not older than the stamped expiry date (if any) or if no expiry date stamped , not older than 4 years.	**

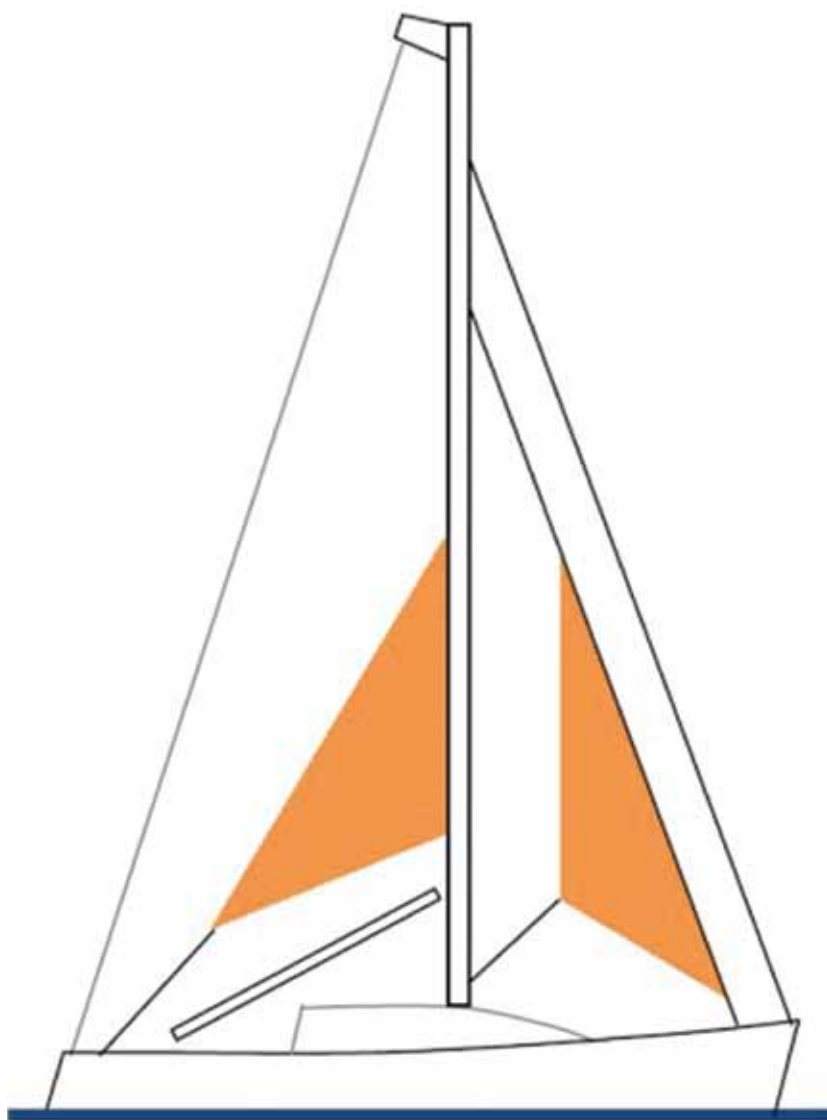
TABLE 12

red parachute flares LSA III 3.1	red hand flares LSA III 3.2	orange smoke LSA III 3.3	category
6	4	2	MoMu0,1
4	4	2	MoMu2,3
-	4	2	Mo4
2	4	2	Mu4

4.24	Heaving Line		**
	a) a heaving line shall be provided 15 m - 25 m (50 ft - 75 ft) length readily accessible to cockpit.		**
	b) <i>the "throwing sock" type is recommended - see Appendix D</i>		**
	c) A Lifesling shall be provided	MoMu0,1,2,3	
	d) <u>The RORC recommends that yachts should carry a lifting strop to clip to a halyard, to aid MOB recovery from the water back onto the deck. The lifting strop or 'helicopter strop' should fit under the arms and have a toggle to help keep the casualty from slipping out when lifted. A second strop is advised to fit under the knees to lift the casualty horizontally when dealing with well developed hypothermia.</u>	MoMu0,1,2,3	
4.25	Cockpit Knife		
	A strong, sharp knife, sheathed and securely restrained shall be provided readily accessible from the deck or a cockpit.		**
4.26	Storm & Heavy Weather Sails		
4.26.1	Design		
	a) <i>it is strongly recommended that persons in charge consult their designer and sailmaker to decide the most effective size for storm and heavy weather sails. The purpose of these sails is to provide safe propulsion for the yacht in severe weather -they are not intended as part of the racing inventory. The areas below are maxima. Smaller areas are likely to suit some yachts according to their stability and other characteristics.</i>		**
4.26.2	High Visibility		
	a) Every storm jib shall either be of highly-visible coloured material (eg dayglo pink, orange or yellow) or have a highly-visible coloured patch at least 50% of the area of the sail (up to a maximum diameter of 3m) added on each side; and also that a rotating wing mast should have a highly-visible coloured patch on each side. A storm sail purchased after January 2014 shall have the material of the body of the sail a highly-visible colour.		**
	b) <i>it is strongly recommended that the storm trysail should either be made of or have a patch of highly visible colour.</i>		**
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) <i>it is strongly recommended that a heavy-weather jib does not contain aromatic polyamides, carbon and similar fibres other than spectra/dyneema.</i>		**
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 x luff length x (luff perpendicular + 2 x half width))* To apply to sails made in January 2012 and after.		**
	c) a storm trysail which shall be capable of being sheeted independently of the boom with trysail area not greater than 17.5% mainsail hoist (P) x mainsail foot length (E). The storm trysail area shall be measured as (0.5 x leech length x shortest distance between tack point and leech). The storm trysail shall have neither headboard nor battens, however a storm trysail is not required in a yacht with a rotating wing mast which can adequately substitute for a trysail. The method of calculating area applies to sails made in January 2012 and after.	MoMu 0,1,2	
	d) if a storm trysail is required by either OSR 4.26.4 (c) or OSR 4.26.4 (g) the yacht's sail number and letter(s) shall be placed on both sides of the trysail (or on a rotating wing mast as substitute for a trysail) in as large a size as practicable;		**
	e) a storm jib of area not greater than 5% height of the foretriangle squared, with luff maximum length 65% height of the foretriangle;	MoMu0,1,2	
	f) a heavy-weather jib (or heavy-weather sail in a yacht with no forestay) of area not greater than 13.5% height of the foretriangle squared;		**

- | | | |
|----|--|-----------|
| g) | either a storm trysail as defined in OSR 4.26.4(c), or mainsail reefing to reduce the luff by at least 40%. | MoMu3 |
| h) | in the case of a yacht with an in-mast furling mainsail, the storm trysail must be capable of being set while the mainsail is furled. | MoMu0,1,2 |
| i) | <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.</i>

<i>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.</i> | MoMu0,1,2 |
| j) | <i>It is strongly recommended that an inner forestay is provided either permanently installed or readily set up, on which to set the storm jib.</i> | MoMu0,1,2 |



4.27	Drogue, Sea Anchor	MoMu0,1
4.27.1	<i>A drogue for deployment over the stern, or alternatively a sea anchor or parachute anchor for deployment over the bow, complete with all gear needed to rig and deploy the sea anchor or drogue, is strongly recommended to withstand long periods in rough conditions (see Appendix F).</i>	MoMu1
4.27.2	A drogue for deployment over the stern, or alternatively a sea anchor or parachute anchor for deployment at the bow, shall be provided complete with all gear needed to rig and deploy the sea anchor or drogue to withstand long periods in rough conditions (see OSR Appendix F)	MoMu0
4.28	Man Overboard Alarm	MoMu0
4.28.1	Each yacht shall be equipped with a man overboard alarm including an emergency button immediately accessible to a helmsman which will sound an audible alarm in the accommodation and simultaneously send an appropriate signal to the ship's navigational software	MoMu0
4.28.2	A yacht shall be equipped with an EPFS (e.g., GPS) capable of recording a man overboard position within 10 seconds and monitoring that position.	MoMu1,2
4.29	Deck Bags	Mo0
4.29.1	OSR 4.29 shall apply only when RRS 51 moveable ballast is changed in the Notice of Race, Sailing Instructions or Class Rules to permit deck bags	Mo0
	a) A deck bag or bags may be provided for the stowage of sails on deck	Mo0
	b) A deck bag shall be:-	Mo0
	i so constructed to ensure rapid draining of water	Mo0
	ii securely fastened in such a way that the integrity of deck fittings e.g. stanchions and lifelines, is not compromised	Mo0

SECTION 5 - PERSONAL EQUIPMENT

5.01 Lifejacket

5.01.1	Each crew member shall have a lifejacket as follows:-	**
a)		**
i	In accordance with ISO 12402 – 3 (Level 150) or equivalent, including EN 396 or UL 1180	**
ii	Lifejackets manufactured after 1 January 2012 shall be in accordance with ISO 12402-3 (Level 150) and shall be fitted with:-	**
	• an emergency light in accordance with either ISO 12402-8 or SOLAS LSA code 2.2.3.	
	• a sprayhood in accordance with ISO 12402-8.	
	• a full deck safety harness in accordance with ISO 12401 (ISO 1095) including a crotch or thigh strap (holding down device) as specified in ISO 12401 (ISO 1095).	
	• If of an inflatable type either	
	(a) automatic, manual and oral inflation or	
	(b) manual and oral inflation	
	Notes: ISO 12402 requires Level 150 lifejackets to be fitted with a mandatory whistle and retro-reflective material. Also, when fitted with a safety harness, ISO 12402 requires that this shall be the full safety harness in accordance with ISO 12401. Any equivalent lifejacket shall have equal requirements.	
	Persons of larger than average build are generally more buoyant than those of average build and so do not require a lifejacket with greater levels of flotation. Wearing a Level 275 lifejacket may hamper entry into liferafts.	
b)	fitted with either a crotch strap(s) / thigh straps or a full safety harness in accordance with ISO 12401,	**
	Note: The function of lifejacket crotch/thigh straps is to hold the buoyancy element down. A crew member before a race should adjust a lifejacket to fit then retain that lifejacket for the duration of the race. Correct adjustment is fundamental to the lifejacket functioning correctly.	
c)	fitted with a lifejacket light in accordance with SOLAS LSA code 2.2.3 (white, >0.75 candelas, >8 hours),	**

d)	if inflatable have a compressed gas inflation system,	**
e)	if inflatable, regularly checked for gas retention,	**
f)	compatible with the wearer's safety harness,	**
g)	clearly marked with the yacht's or wearer's name,	**
h)	fitted with a splashguard / sprayhood in accordance with ISO 12402 – 8,	MoMu0
i)	Fitted with a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority)	MoMu0
j)	<i>It is strongly recommended that a lifejacket has: a splashguard / sprayhood See ISO 12402 – 8.</i>	MoMu1,2,3,4
5.01.2	For every gas inflatable lifejacket a spare cylinder and if appropriate a spare activation head shall be carried.	MoMu0
5.01.3	Each yacht shall carry a spare lifejacket or lifejacket(s) as required in OSR 5.01.1 sufficient for at least 10% of the total number of persons on board (minimum one spare lifejacket). At least one of the required spare lifejacket(s) shall be a semi - automatic for use in man overboard recovery.	MoMu0
5.01.4	The Person in Charge shall personally check each lifejacket at least once annually.	**
5.01.5	<u>A harness and lifejacket shall be worn when on deck:</u>	MoMu0,1,2,3
a)	<u>between the hours of sunset and sunrise</u>	MoMu0,1,2,3
b)	<u>when alone on deck</u>	MoMu0,1,2,3
c)	<u>when reefed</u>	MoMu0,1,2,3
d)	<u>when the true wind speed is 25 knots or above</u>	MoMu0,1,2,3
e)	<u>when the visibility is less than 1 nautical mile</u>	MoMu0,1,2,3
5.02	Safety Harness and Safety Lines (Tethers)	MoMu0,1,2,3
5.02.1	Each crew member shall have a harness and safety line that complies with ISO 12401 or equivalent with a safety line not more than 2m in length. Harnesses and safety lines manufactured prior to Jan 2010 shall comply with either ISO 12401 or EN 1095. Harnesses and safety lines manufactured prior to Jan 2001 are not permitted.	MoMu0,1,2,3
a)	<i>Warning it is possible for a plain snaphook to disengage from a U bolt if the hook is rotated under load at right-angles to the axis of the U-bolt. For this reason the use of snaphooks with positive locking devices is strongly recommended.</i>	MoMu0,1,2,3
5.02.2	At least 30% of the crew shall each, in addition to the above be provided with either:-	MoMu0,1,2,3
a)	a safety line not more than 1m long, or	MoMu0,1,2,3
b)	a mid-point snaphook on a 2m safety line	MoMu0,1,2,3
c)	Each yacht shall carry spare harness and safety line units as required in OSR 5.02.1 above sufficient for at least 10% of the total number of persons on board (minimum one unit).	Mo0
5.02.3	A safety line purchased in January 2001 or later shall have a coloured flag embedded in the stitching, to indicate an overload. A line which has been overloaded shall be replaced as a matter of urgency.	MoMu0,1,2,3
5.02.4	A crew member's lifejacket and harness shall be compatible	MoMu0,1,2,3
5.02.5	<i>It is strongly recommended that:-</i>	MoMu0,1,2,3
a)	<i>static safety lines should be securely fastened at work stations;</i>	MoMu0,1,2,3
b)	<i>ISAF OSR 5.02.5 b) is amended to read: A harness shall be fitted with a crotch strap or thigh straps.</i>	MoMu0,1,2,3
c)	<i>to draw attention to wear and damage, stitching on harness and safety lines should be of a colour contrasting strongly with the surrounding material;</i>	MoMu0,1,2,3
d)	<i>snaphooks should be of a type which will not self-release from a U-bolt (see OSR 5.02.1(a)) and which can be easily released under load (crew members are reminded that a personal knife may free them from a safety line in emergency);</i>	MoMu0,1,2,3

	e) <i>a crew member before a race should adjust a harness to fit then retain that harness for the duration of the race.</i>	MoMu0,1,2,3
5.02.6	<i>Warning - a safety line and safety harness are not designed to tow a person in the water and it is important that the shortest safety line length possible be used with a harness to minimise or eliminate the risk of a person's torso becoming immersed in water outside the boat, especially when working on the foredeck. 1m safety lines or the midpoint snaphook on a 2m line should be used for this purpose. The diligent use of a properly adjusted safety harness and the shortest safety line practicable is regarded as by far the most effective way of preventing man overboard incidents.</i>	**
5.03	Personal Location Lights	MoMu0
	a) two packs of miniflares or two personal location lights (either SOLAS or strobe) shall be provided for each crew member: one should be attached to, or carried on, the person when on deck at night.	MoMu0
5.04	Foul Weather Suits	
	a) a foul weather suit with hood shall be supplied to each crew member .	MoMu0
	b) <i>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</i>	**
5.05	Knife	MoMu0
	A knife, one shall be supplied to each crew member to be worn on the person at all times	MoMu0
5.06	Watertight flashlight	MoMu0
	a) A buoyant watertight flashlight, one shall be supplied to each crew member.	MoMu0
	b) <u>RORC recommends that each crewmember carries in a pocket a combination torch/strobe light, not only are these devices useful as a personal torch but they are also valuable in aiding location in a man overboard situation.</u>	MoMu0,1,2,3
5.07	Survival Equipment	MoMu0
5.07.1	One set of Survival Equipment shall be supplied to each crew member to include:-	MoMu0
	a) an immersion suit (attention is drawn to EN ISO 15027-1 constant wear suits, and EN ISO 15027-2 abandonment suits and the LSA Code Chapter II, 2,3);	MoMu0
	b) a PLB (Personal Locator Beacon) equipped with 406MHz and 121.5Mhz;	MoMu0
	c) a personal unit in addition to the PLB in OSR 4.07.1(b) if the location device carried by the yacht in accordance with OSR 3.29.1(h) requires it;	MoMu0
	d) <i>Attention is drawn to the value of keeping on the person a combined 406MHz/121.5MHz PLB when on deck: this may aid location in a man overboard incident independent of the equipment carried by the parent vessel</i>	MoMu0,1,2
	e) <i>Where possible every PLB shall be registered with the appropriate authority associated with the country code in the hexadecimal identification (15 Hex ID) of the beacon. A beacon can be registered online with the Cospas-Sarsat IBRD if the country does not provide a registration facility and the country has allowed direct registration in the IBRD.</i>	MoMu0,1,2
5.07.2	<i>It is strongly recommended that an immersion suit should be supplied to each crew member in a multihull in conditions where there is a potential for hypothermia</i>	Mu1,2,3,4
5.08	Diving Equipment	
5.08.1	A yacht shall carry at least two diving suits each to cover the entire body and including gloves, fins and portable air supplies.	MoMu0
SECTION 6 - TRAINING		
6.01	At least 30% but not fewer than two members of a crew, including the skipper shall have undertaken training within the five years before the start of the race in both 6.02 topics for theoretical sessions, and 6.03 topics which include practical, hands-on sessions.	MoMu1,2
6.01.2	Every member of a crew including the skipper shall have undertaken training as in OSR 6.01	MoMu0

6.01.3	<i>It is strongly recommended that all crew members should undertake training as in OSR 6.01 at least once every five years.</i>	MoMu1,2
6.01.4	Except as otherwise provided in the Notice of Race, an in-date certificate gained at an ISAF Approved Offshore Personal Survival Training course shall be accepted by a race organizing authority as evidence of compliance with Special Regulation 6.01. See Appendix G - Model Training Course, for further details.	MoMu0,1,2
6.02	Training Topics for Theoretical Sessions	
6.02.1	care and maintenance of safety equipment	MoMu0,1,2
6.02.2	storm sails	MoMu0,1,2
6.02.3	damage control and repair	MoMu0,1,2
6.02.4	heavy weather - crew routines, boat handling, drogues	MoMu0,1,2
6.02.5	man overboard prevention and recovery	MoMu0,1,2
6.02.6	giving assistance to other craft	MoMu0,1,2
6.02.7	hypothermia	MoMu0,1,2
6.02.8	SAR organisation and methods	MoMu0,1,2
6.02.9	weather forecasting	MoMu0,1,2
6.03	Training Topics for Practical, Hands-On Sessions	MoMu0,1,2
6.03.1	liferafts and lifejackets	MoMu0,1,2
6.03.2	fire precautions and use of fire extinguishers	MoMu0,1,2
6.03.3	communications equipment (VHF, GMDSS, satcomms, etc.)	MoMu0,1,2
6.03.4	pyrotechnics and EPIRBs	MoMu0,1,2
6.04	Routine Training On-Board	**
<u>6.04.1</u>	<u>RORC prescription: Crews shall practice safety routines at reasonable intervals including the drill for man-overboard recovery.</u>	**
6.05	Medical Training	MoMu0
6.05.1	At least one member of the crew shall have a valid STCW 95 A-VI/4-2 (Proficiency In Medical Care) certificate or equivalent	MoMu0
6.05.2	In addition to 6.05.1 another member of the crew	MoMu0
	At least two members of the crew	MoMu1
	At least one member of the crew	MoMu2
	shall have a first aid certificate completed within the last five years meeting any of the following requirements:	
	i A certificate listed on the ISAF website www.sailing.org/specialregs of MNA recognised courses	
	ii STCW 95 First Aid Training complying with A-VI/1-3 – Elementary First Aid or higher STCW level	
6.05.3	At least one member of the crew shall be familiar with First Aid procedures, hypothermia, drowning, cardio-pulmonary resuscitation and relevant communications systems (see OSR 6.02.7 and 6.03.3).	MoMu3,4
6.05.4	<i>An example model first aid training course is included in Appendix N.</i>	**
6.06	Diving Training	MoMu0
6.06.1	At least 30% of the crew shall have received appropriate diving training to enable them to carry out basic repairs underwater and to provide assistance if necessary in recovery of a man overboard	MoMu0

APPENDICES TO SPECIAL REGULATIONS

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

APPENDIX M - Hull Construction Standards (Scantlings)

(Monohulls pre-2010 and Multihulls)

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

TABLE 2			MoMu0,1,2
LOA	earliest of age or series date	category	
all	January 1986 and after	MoMu0,1	
12m (39.4 feet) and over	January 1987 and after	MoMu2	
under 12m (39.4 feet)	January 1988 and after	MoMu2	

- M.2 A yacht defined in the table above shall have been designed built, maintained, modified and repaired in accordance with the requirements of either: MoMu0,1,2
- a) the EC Recreational Craft Directive for Category A (having obtained the CE mark), or MoMu0,1,2
 - b) the ABS Guide for Building and Classing Offshore Yachts in which case the yacht shall have on board either a certificate of plan approval issued by ABS, or written statements signed by the designer and builder which confirm that they have respectively designed and built the yacht in accordance with the ABS Guide, MoMu0,1,2
 - c) ISO 12215 Category A, with written statements signed by the designer and builder which confirm that they have respectively designed and built the yacht in accordance with the ISO standard, MoMu0,1,2
 - d) except that a race organizer or class rules may accept when that described in (a), (b), or (c) above is not available, the signed statement by a naval architect or other person familiar with the standards listed above that the yacht fulfills the requirements of (a), (b), or (c). MoMu0,1,2
- M.3 Any significant repairs or modifications to the hull, deck, coachroof, keel or appendages, on a yacht defined in table 2 shall be certified by one of the methods above and an appropriate written statement or statements shall be on board. MoMu0,1,2

RORC PRESCRIPTIONS TO THE ISAF OFFSHORE SPECIAL REGULATIONS

3.07.3	Replace 3.07.3 with: A multihull of less than 12m (39.4ft) LOA shall comply with 3.07.2.	Mu2,3,4
3.14.6	Amend a) to read: “Lifelines shall be of stranded stainless steel wire.” and delete e)	**
4.01.2	Amend to read: After the start when sail numbers are not displayed elsewhere (sails down) they shall be displayed on the port quarter. It is particularly important that all vessels can be identified so that they can be excluded from any search and rescue operation.	**
4.07.1	Add e) and f) as follows: e) a watertight high-intensity heavy duty searchlight powered by the ships' batteries, instantly available for use on deck and in the cockpit, with spare bulbs. The searchlight shall be capable of continuous use. If rechargeable the searchlight shall be capable of operating whilst being charged. f) <i>RORC recommends: A floating torch should be carried ready for immediate use in the event of man overboard at night, where the torch can be thrown in the sea and the beam will shine vertically upwards as an aid to finding the man in the dark</i>	MoMu0,1,2,3 **
4.21.2	Add c): The RORC recommends that consideration be taken when stowing a Grab Bag to its accessibility in the event of a full inversion	Mo0,1,2
4.24	Add d): <i>The RORC recommends that yachts should carry a lifting strop to clip to a halyard, to aid MOB recovery from the water back onto the deck. The lifting strop or 'helicopter strop' should fit under the arms and have a toggle to help keep the casualty from slipping out when lifted. A second strop is advised to fit under the knees to lift the casualty horizontally when dealing with well developed hypothermia.</i>	MoMu0,1,2,3
5.01.5	A harness and lifejacket shall be worn when on deck:	MoMu0,1,2,3
	a) between the hours of sunset and sunrise	MoMu0,1,2,3
	b) when alone on deck	MoMu0,1,2,3
	c) when reefed	MoMu0,1,2,3
	d) when the true wind speed is 25 knots or above	MoMu0,1,2,3
	e) when the visibility is less than 1 nautical mile	MoMu0,1,2,3
5.02.5	Amend b) to read: A harness shall be fitted with a crotch strap or thigh straps.	MoMu0,1,2,3
5.06	Add b): <i>RORC recommends that each crewmember carries in a pocket a combination torch/strobe light, not only are these devices useful as a personal torch but they are also valuable in aiding location in a man overboard situation.</i>	MoMu0,1,2,3
6.04.1	Amend to read: Crews shall practice safety routines at reasonable intervals including the drill for man-over-board recovery.	**

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Europe's Southern shores



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Renowned for their warm welcome and high level of service, Calero Marinas offer a safe haven for visiting yachtsmen in their twin marinas on Lanzarote: Puerto Calero, established racing destination and host to the RORC Transatlantic Race and city based hub, Marina Lanzarote.

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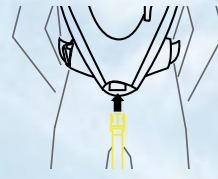




deckvest LITE

170N BUOYANCY

AUTOMATIC INFLATION



CROTCH STRAP








BACK ADJUSTER



ONE SIZE



VHF CLIP POINT

COLOURS     

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spinlock

PERFORMANCE | LIGHTWEIGHT | PROTECTION

deckvest 5D

170N BUOYANCY

AUTOMATIC INFLATION






DECK SAFETY HARNESS



SAFETY LINE CUTTER



SPRAYHOOD

COLOURS   

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