

World Sailing Offshore Special Regulations

Extract for **Category 4 Monohulls**

JANUARY 2024 – DECEMBER 2025

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Version 1.13 – 24 February 2024



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

The inspection card is attached as [Appendix F](#) below.

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

<https://www.sailing.org/inside-world-sailing/rules-regulations/offshore-special-regulations/>

Language & Abbreviations Used

Mo – Monohulls

Mu – Multihulls

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

RED TYPE indicates a significant change in 2024.

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

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

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

BOLD BLUE TYPE indicates a {state your MNA here} prescription.

BOLD Green TYPE indicates a {state your race here} prescription.

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

<https://www.sailing.org/inside-world-sailing/rules-regulations/offshore-special-regulations/>

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

Administration

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

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

- (a) be responsible for the maintenance, revision and changes to the World Sailing Offshore Special Regulations governing offshore racing, under licence from ORC Ltd. Such changes shall be biennial with revised editions published in January of each even year, except that matters of an urgent nature affecting safety may be dealt with by changes to the Regulations on a shorter time scale.
- (b) monitor developments in offshore racing relative to the standards of safety and seaworthiness.

Any queries please email: technical@sailing.org

SECTION 1 – FUNDAMENTAL AND DEFINITIONS

Categories	1.01 Purpose and Use																																
**	1.01.1 The purpose of the Offshore Special Regulations (<u>OSR</u>) is to establish uniform minimum equipment, accommodation and training standards for monohull and multihull (excluding proa [asymmetrical catamaran]) boats racing offshore.																																
**	1.01.2 The <u>OSR</u> do not replace, but supplement, the requirements of governmental authority, Classification Society certification, the Racing Rules of Sailing (<u>RRS</u>), Equipment Rules of Sailing (ERS), class rules and rating systems.																																
**	1.01.3 Use of the <u>OSR</u> does not guarantee total safety of the boat and her crew. Particular attention is drawn to the description of <u>OSR</u> for inshore racing which includes that adequate shelter and or effective rescue is available all along the course. This is not included in more onerous <u>OSR</u> categories.																																
	1.02 Responsibility of Person in Charge																																
**	1.02.1 Under <u>RRS</u> 3 the responsibility for a boat's decision to participate in a race or continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the <i>person in charge</i> who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face all weather. The <i>person in charge</i> shall also assign a person to take over his responsibilities in the event of his incapacitation.																																
**	1.02.2 Neither the establishment of the <u>OSR</u> , nor their use by <i>organising authorities</i> , nor the inspection of a boat under the <u>OSR</u> in any way limits or reduces the complete and unlimited responsibility of the <i>person in charge</i> .																																
**	1.02.3 By participating in a race conducted under the <u>OSR</u> , the <i>person in charge</i> , each competitor and boat owner agrees to reasonably cooperate with the <i>organising authority</i> and World Sailing in the development of an independent incident report as specified in <u>OSR</u> 2.02.																																
	1.03 Definitions, Abbreviations, Word Usage																																
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<table border="1"> <thead> <tr> <th>Abbreviation</th><th>Description</th></tr> </thead> <tbody> <tr> <td>#</td><td>Pound force (lbf)</td></tr> <tr> <td>ABS</td><td>American Bureau of Shipping</td></tr> <tr> <td>AIS</td><td>Automatic Identification Systems</td></tr> <tr> <td>Coaming</td><td>The part of the cockpit, including the transverse after limit, over which water would run when the boat is floating level and the cockpit is filled to overflowing</td></tr> <tr> <td>COLREGS</td><td>International Regulations for Preventing Collisions at Sea</td></tr> <tr> <td>Contained Cockpit</td><td>A cockpit where the combined area open aft to the sea is less than 50% maximum cockpit depth x maximum cockpit width</td></tr> <tr> <td>Crewmember</td><td>Every person on board</td></tr> <tr> <td>DSC</td><td>Digital Selective Calling</td></tr> <tr> <td>EN</td><td>European Norm</td></tr> <tr> <td>EPIRB</td><td>Emergency Position-Indicating Radio Beacon</td></tr> <tr> <td>ERS</td><td>World Sailing - Equipment Rules of Sailing</td></tr> <tr> <td>First Launch</td><td>Month & year of the first launching when the individual boat, was completed and equipped for sailing</td></tr> <tr> <td>GMDSS</td><td>Global Maritime Distress & Safety System</td></tr> <tr> <td>GNSS</td><td>Global Navigation Satellite System</td></tr> <tr> <td>GPS</td><td>Global Positioning System</td></tr> </tbody> </table>		Abbreviation	Description	#	Pound force (lbf)	ABS	American Bureau of Shipping	AIS	Automatic Identification Systems	Coaming	The part of the cockpit, including the transverse after limit, over which water would run when the boat is floating level and the cockpit is filled to overflowing	COLREGS	International Regulations for Preventing Collisions at Sea	Contained Cockpit	A cockpit where the combined area open aft to the sea is less than 50% maximum cockpit depth x maximum cockpit width	Crewmember	Every person on board	DSC	Digital Selective Calling	EN	European Norm	EPIRB	Emergency Position-Indicating Radio Beacon	ERS	World Sailing - Equipment Rules of Sailing	First Launch	Month & year of the first launching when the individual boat, was completed and equipped for sailing	GMDSS	Global Maritime Distress & Safety System	GNSS	Global Navigation Satellite System	GPS	Global Positioning System
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SECTION 1 – FUNDAMENTAL AND DEFINITIONS

Categories

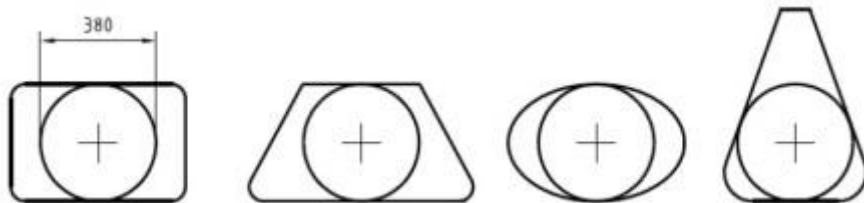
Hatch	The term hatch includes the entire hatch assembly including the lid or cover as part of that assembly
HMPE	High Modulus Polyethylene (Dyneema®/Spectra® or equivalent)
IBRD	International Beacon Registration Database
IMO	International Maritime Organization
ISAF	International Sailing Federation – (now World Sailing)
ISO	International Standard Organization or International Organization for Standardization
Jackstay	A <u>securely fastened</u> webbing or rope which permits a <u>crewmember</u> to move from one part of the boat to another without having to unclip a safety harness <u>tether</u>
L _H	Hull Length as defined by the ERS
Lifeline	Rope or wire line rigged as guardrail/guardline around the deck
LSA	<u>IMO</u> International Life-Saving Appliance Code
L _{WL}	(Length of) loaded waterline
Moveable Ballast	Material carried for the sole purpose of increasing weight and/or influencing stability and/or trim and which may be moved 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	The item is effectively built-in by e.g. bolting, welding, glassing etc. and may not be removed for or during racing
PLB	Personal Locator Beacon
Rode	Rope, chain, or a combination of both, which is used to connect an anchor to the boat
RRS	World Sailing – Racing Rules of Sailing
Securely Fastened	Held strongly in place by a method (e.g. rope lashings, wing nuts) which will safely retain the fastened object in severe conditions including a 180° capsize and allows for the item to be removed and replaced during racing
SOLAS	Safety of Life at Sea Convention
STCW	Standards of Training, Certification and Watchkeeping for Seafarers
SSS	The Safety and Stability Screening numeral
STIX	ISO 12217-2 Stability Index
Tether	A safety line used to connect a safety harness to a strong point or <u>Jackstay</u>
Variable Ballast	Water carried for the sole purpose of influencing stability and/or trim and which may be varied in weight and/or moved while a boat is racing.
World Sailing	formerly the International Sailing Federation or <u>ISAF</u>

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

SECTION 2 – APPLICATION & GENERAL REQUIREMENTS

Categories	2.01 Categories of Events	<i>Organising authorities</i> shall select from one of the following categories and may modify the <u>OSR</u> to suit local conditions.
**		
MoMu4	2.01.5 Category 4	Short races, close to shore in relatively warm or protected waters normally held in daylight.
**	2.02 Incident Reporting	The <i>organising authority</i> of a race will establish whether any incidents occurred, which if reported would likely be relevant to evolving the Offshore Special Regulations, the plan review process, or in increasing safety. The <i>organising authority</i> will follow any guidelines issued by World Sailing concerning incident reporting.
**	2.03 Inspection	A boat may be inspected at any time. If she fails to comply with the <u>OSR</u> her entry may be rejected, or she will be subject to protest.
**	<u>2.04</u> General Requirements	
**	2.04.1	All equipment required by <u>OSR</u> shall:
**		a) function properly,
**		b) be regularly checked, cleaned and serviced,
**		c) if it has an expiry date, it will not have exceeded its expiry date whilst racing,
**		d) when not in use be stowed in conditions in which deterioration is minimised,
**		e) be readily accessible, and
**		f) be of a type, size and capacity suitable and adequate for the intended use and size of the boat.
**	<u>2.04.2</u>	Heavy items shall be <u>permanently installed</u> or <u>securely fastened</u> .

SECTION 3 – STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

Categories		A boat shall be/have:
	3.01	Strength of Build and Rig
**	3.01.1	Properly rigged, fully seaworthy and shall meet the <u>OSR</u> .
**	3.01.2	Equipped with shrouds and at least one forestay that shall remain connected to the mast and the boat while racing (not applicable to boats with free-standing masts).
**	3.01.3	The forestay referenced above shall be sized and connected in a way that ensures it is capable of withstanding the full sailing loads independent of any headsail luff load capacity.
	3.02	Watertight and Structural Integrity of a Boat
**	3.02.1	Essentially watertight and all openings shall be capable of being immediately secured. centreboard or daggerboard trunks and the like shall not open into the interior of a hull except via a watertight maintenance <u>hatch</u> with the opening entirely above the waterline .
	3.06	Exits – Monohulls
Mo0,1,2,3,4	3.06.1	If the series date is after 1994 and L_H is 8.5 m (28') and greater, a boat shall have at least two exits. One exit shall be located forward of the foremost mast except where structural features prevent its installation.
Mo0,1,2,3,4	3.06.2	If <u>first launched</u> after 2013, the minimum clear <u>hatch</u> openings shall be:
Mo0,1,2,3,4		a) a circular <u>hatch</u> with diameter 450 mm (18"), or
Mo0,1,2,3,4		b) any other shape with minimum dimension of 380 mm (15") and minimum area of 0.18 m ² (1.9 ft ²) (see figure 1).
Mo0,1,2,3,4		
	3.08	Hatches & Companionways
**	3.08.1	<u>Hatch</u> covers forward of the maximum beam station shall not open toward the interior of the boat, except <u>hatches</u> in the side of a coachroof or ports having an area of less than 0.071 m ² (110 in ²).
**	3.08.2	A <u>hatch</u> , including a <u>hatch</u> over a locker shall be:
**		a) permanently attached and capable of being firmly shut immediately and remaining firmly shut in a 180° capsize,
Mo0,1,2,3,4		b) above the water when the boat is heeled 90°.
Mo0,1,2,3,4		A boat may have a maximum of two <u>hatches</u> on each side of centerline that do not conform to the requirement in b), provided that the opening of each is less than 0.071 m ² (110 in ²).
**	3.08.3	<u>Hatches</u> not conforming with <u>OSR</u> 3.08.1 and <u>OSR</u> 3.08.2 shall be clearly labelled and used in accordance with the following instruction "NOT TO BE OPENED AT SEA".
**	3.08.4	Companionway <u>hatches</u> :
**		a) fitted with a strong securing arrangement which shall be operable from the exterior and interior even when the boat is inverted,
**		b) blocking devices:
**		i capable of being retained in position with the <u>hatch</u> open or shut,
**		ii secured to the boat (e.g. by lanyard) for the duration of the race, and
**		iii permit exit in the event of inversion.
Mo0,1,2,3,4	3.08.5	If a monohull with cockpit(s) that is/are not <u>contained cockpit(s)</u> a boat shall have:
Mo0,1,2,3,4		a) a companionway sill that does not extend below the local sheerline, or
Mo0,1,2,3,4		b) a companionway in full compliance with <u>ISO</u> 11812 category A.
Mo0,1,2,3,4	3.08.6	If a monohull with <u>contained cockpit(s)</u> where the companionway extends below the local sheerline, a boat shall have panels capable of blocking the companionway up to the level of the local sheerline whilst giving access to the interior.

SECTION 3 – STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

Categories	A boat shall be/have:
	3.09 Cockpits
	3.09.1 General
**	a) cockpits shall self-drain quickly by gravity at all angles of heel and are permanently incorporated as an integral part of the boat,
**	b) a cockpit sole shall be at least 2% <u>L_{WL}</u> above the waterline (or in IMS boats with <u>first launch</u> before 2003, at least 2% L above the waterline), and
**	c) a bow, lateral, central, or stern well is a cockpit for the purposes of <u>OSR</u> 3.09.
	3.09.2 Cockpit Volume
**	The maximum combined volume below lowest <u>coamings</u> of all <u>contained cockpits</u> shall be:
MoMu2,3,4	b) series date before April 1992: 9% (<u>L_{WL}</u> x maximum beam x freeboard abreast the cockpit),
**	c) series date after March 1992 as above for the appropriate category except that "lowest <u>coamings</u> " shall not include any aft of the FA station (the transverse station at which the upper corner of the transom meets the sheerline) and no extension of a cockpit aft of the working deck shall be included in calculation of cockpit volume.
	3.09.3 Cockpit Drains
**	Cockpit drain cross section area of unobstructed openings (after allowance for screens if fitted) shall be at least that of:
**	a) if less than 8.5 m (28') <u>L_H</u> : 2 x 25 mm (1") diameter or equivalent,
**	b) if 8.5 m (28') <u>L_H</u> or greater: 4 x 20 mm (3/4") diameter or equivalent.
	3.10 Sea Cocks or Valves
**	<u>Permanently installed</u> sea cocks or valves on all through-hull openings below the waterline except for integral deck scuppers and instrument through-hulls.
	3.11 Sheet Winches
**	Sheet winches mounted in such a way that an operator is not required to be substantially below deck.
	3.12 Mast Step
**	The heel of a keel stepped mast <u>securely fastened</u> to the mast step or adjoining structure.
	3.14 Pulpits, Stanchions, Lifelines
	3.14.1 General
**	The perimeter of the deck surrounded by system of <u>lifelines</u> and pulpits as follows:
**	a) continuous <u>lifelines</u> fixed only at (or near) the bow and stern. However, a gate on each side of a boat is permitted. Except at its end fittings and at gates, the movement of a <u>lifeline</u> in a fore-and-aft direction shall not be constrained. Temporary sleeving shall not modify tension in the <u>lifeline</u> ,
**	b) minimum heights of <u>lifelines</u> and pulpit rails above the working deck and vertical openings:
**	i upper: 600 mm (24"),
**	ii intermediate: 230 mm (9"),
**	iii vertical opening: no greater than 380 mm (15") except that on a boat with a series date before 1993 where it shall be no greater than 560 mm (22"),
MoMu3,4	iv a boat less than 8.5 m (28') <u>L_H</u> may use a single <u>lifeline</u> system with a height between 450 mm (18") and 560 mm (22").
**	c) <u>lifelines</u> permanently supported at intervals of not more than 2.2 m (7'-2 1/2") and not passing outboard of supporting stanchions,
**	d) pulpit and stanchion bases <u>permanently installed</u> with pulpits and stanchions mechanically retained in their bases,
**	e) <u>if a boat's first launch date is after 2024</u> , the outside of pulpit and stanchion base tubes no further inboard from the perimeter of the deck than 5% of boat beam or 150 mm (6"), whichever is greater, nor further outboard than the perimeter of the deck, where the perimeter of the deck is defined as the hull and deck intersection at an angle of not more than 15 degrees to the horizontal in a transverse plane when the yacht is upright ,
**	f) stanchions straight and vertical except that:

SECTION 3 – STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

Categories

A boat shall be/have:

- i within the first 50 mm (2") from the deck, stanchions shall not be displaced horizontally from the point at which they emerge from the deck or stanchion base by more than 10 mm (3/8"),
- ii stanchions may be angled to not more than 10° from vertical at any point above 50 mm (2") from the deck.
- g) a bow pulpit may be open provided the opening between the pulpit and any part of the boat does not exceed 360 mm (14"),

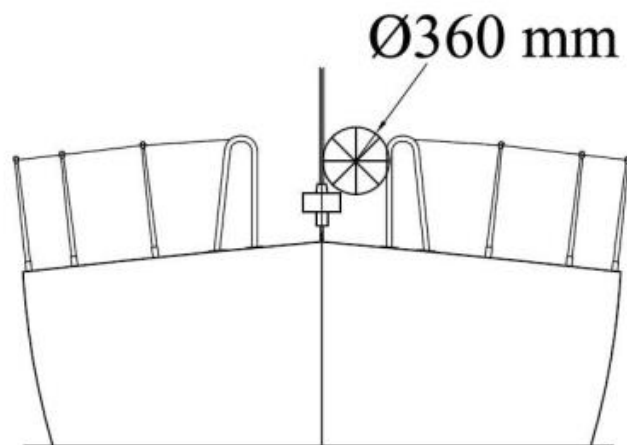


Figure 2 – Diagram Showing Pulpit Opening

- h) lifelines may terminate at or pass through adequately braced stanchions set inside and overlapping the bow pulpit,
- i) when a deflecting force of 4 kg (8.8 #) is applied to a lifeline at the mid-point of the longest span between supports that are aft of the mast, the deflection shall not exceed:
 - i 50 mm (2") for an upper or single lifeline,
 - ii 120 mm (4 3/4") for an intermediate lifeline.

3.14.3 Lifeline Specifications

- b) lifelines of either:
 - i stranded stainless steel wire, or
 - ii HMPE,
- c) The minimum diameter is specified in table 4 below,
- d) Stainless steel lifelines shall be uncoated and used without close-fitting sleeving, however, temporary sleeving may be fitted provided it is regularly removed for inspection,
- e) A lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm (4"). This lanyard shall be replaced annually,
- f) All components of the lifeline enclosure system shall have a breaking strength no less than the lifeline,
- g) When HMPE is used, it shall be protected from chafe and spliced in accordance with the manufacturer's recommended procedures.

Table 4 – Lifeline Diameter Requirements

<u>L_H</u>	Wire Min. <u>lifeline</u> diameter	HMPE rope (Single braid) min. <u>lifeline</u> diameter	HMPE Core (Braid on braid) min. <u>lifeline</u> outside diameter
under 8.5 m (28')	3 mm (1/8")	4 mm (5/32")	6 mm (1/4")
8.5m – 13 m	4 mm (5/32")	5 mm (3/16")	7 mm (9/32")
over 13 m (42' 8")	5 mm (3/16")	5 mm (3/16")	7 mm (9/32")

3.16

Spare

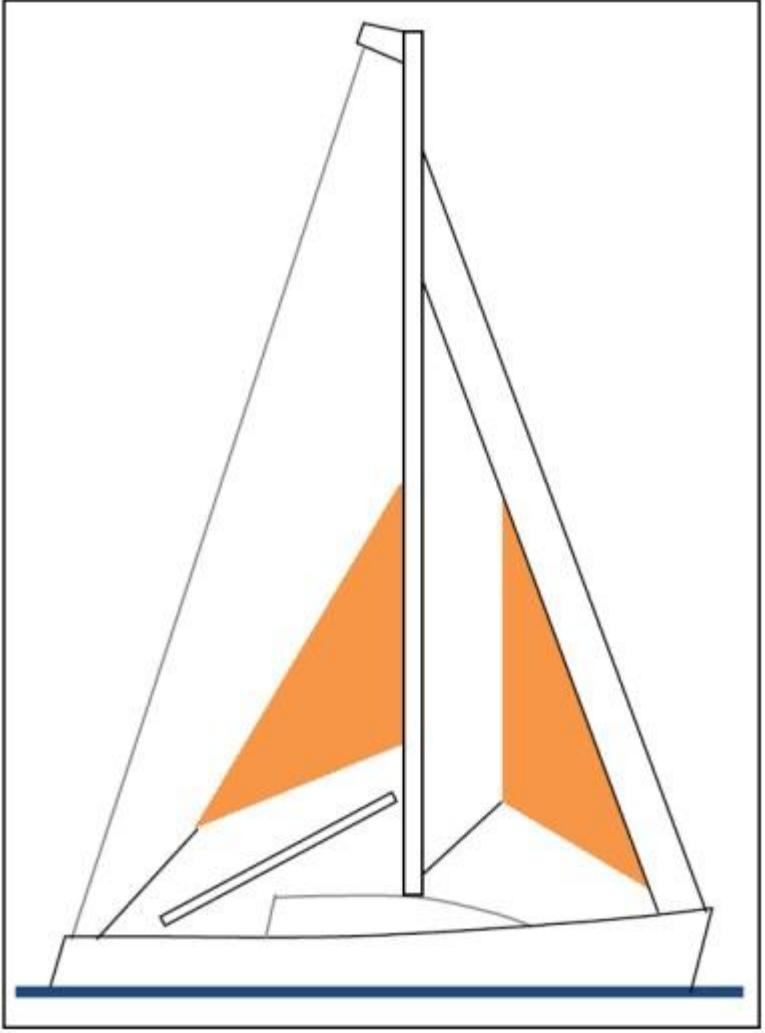
SECTION 3 – STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

Categories		A boat shall be/have:
	3.18 Toilet	
MoMu3,4	3.18.2	<u>Permanently installed</u> toilet or fitted bucket.
	3.19 Bunks	
MoMu1,2,3,4	3.19.1	<u>Permanently installed</u> bunks.
	3.22 Hand Holds	
**		Adequate hand holds fitted below deck.
	3.23 Bilge Pumps and Buckets	
**	3.23.1	a) two strong buckets, each with a lanyard and of at least 9 L (2.4 US Gal) capacity,
Mo4		d) one manual bilge pump,
**	3.23.2	All required <u>permanently installed</u> bilge pumps shall be operable with all cockpit seats, <u>hatches</u> and companionways shut and with <u>permanently installed</u> discharge pipe(s) of sufficient capacity.
**	3.23.3	Bilge pumps shall not be connected to cockpit drains and shall not discharge into a <u>contained cockpit</u> .
**	3.23.4	Bilge pumps shall be readily accessible for maintenance and for clearing out debris.
**	3.23.5	All removable bilge pump handles retained by a lanyard.
	3.24 Compass	
**		a) <u>Permanently installed</u> marine magnetic steering compass, independent of any power supply, correctly adjusted with deviation card,
	3.25 Halyards	
**	3.25.1	A minimum of two halyards, each capable of hoisting a sail, on each mast.
	3.27 Navigation Lights	
**	3.27.1	That conform to the International Regulations for Preventing Collisions at Sea (Part C and Technical Annex I) and shall be exhibited as required by those regulations.
**	3.27.2	Mounted above sheerline and so that they will not be masked by sails or the heeling of the boat.
**	3.27.4	Spare bulbs (not required for LED).
	3.28 Engines, Generators, Fuel	
	3.28.1 Propulsion Engines	
**		a) engines and associated systems installed in accordance with their manufacturers' guidelines and suitable for the size and intended use of the boat,
**		f) an inboard combustion engine shall have a <u>permanently installed</u> exhaust, cooling system, fuel supply, fuel tank(s) and shall have adequate heavy weather protection,
**		g) an inboard electrical engine, when fitted, shall be provided with a <u>permanently installed</u> power supply, adequate heavy weather protection and have an engine control system.
	3.28.2 Generator	
**		If an optional generator separate from the propulsion engine is carried, it shall be installed in accordance with the manufacturer's guidelines.
	3.28.4 Battery Systems	
**		a) batteries installed after 2011 shall be of the sealed type from which liquid electrolyte cannot escape,
**		b) At the start a boat with an electric engine shall carry sufficient capacity to meet electrical requirements for the duration of the race and to motor at the above minimum speed for at least 5 hours.
	3.29 Communications Equipment, GPS, Radar, AIS	
Mo4	3.29.2	A hand-held marine VHF transceiver, watertight or with a waterproof cover.
**	3.29.4	A second radio receiver, which may be the handheld VHF in <u>OSR</u> 3.29.1 above, capable of receiving weather bulletins.

SECTION 4 – PORTABLE EQUIPMENT

Categories		A boat shall have:
	4.01	Sail Letters & Numbers
**	4.01.1	Identification on sails which complies with <u>RRS</u> 77 and <u>RRS</u> Appendix G.
	4.03	Soft Wood Plugs
**		A tapered soft wood plug stowed adjacent to every through-hull opening.
	4.05	Fire Fighting Equipment
**	4.05.1	A fire blanket adjacent to every cooking device.
MoMu4	4.05.3	2 fire extinguishers in different parts of the boat.
	4.06	Anchors
MoMu4	4.06.2	1 un-modified anchor that meets the anchor manufacturer's recommendation based on the boat's dimensions with suitable combination of chain and rope, ready for immediate assembly, and ready for deployment within 5 minutes.
	4.08	First Aid Manual and First Aid Kit
**		A First Aid Manual and First Aid Kit. The contents and storage of the First Aid Kit shall reflect the likely conditions and duration of the passage, and the number of <u>crewmembers</u> .
	4.09	Foghorn
**		A foghorn.
	4.10	Radar Reflector
**	4.10.1	A passive radar reflector with:
**		a) octahedral circular plates of minimum diameter 30 cm (12"),
**		b) octahedral rectangular plates of minimum diagonal dimension 40 cm (16"), or
**		c) a non-octahedral reflector with a documented root mean square minimum Radar Cross Section (RCS) area of 2 m ² (22 ft ²) from 0–360° of azimuth and ±20° of heel.
	4.11	Navigation Equipment
MoMu4	4.11.2	Navigational charts light list , and chart plotting equipment. If electronic-only, an independent alternative shall be on board.
	4.12	Safety Equipment Location Chart
**		A safety equipment location diagram in durable waterproof material, clearly displayed in the main accommodation, marked with the location of principal items of safety equipment.
	4.13	Depth, Speed and Distance Instruments
MoMu1,2,3,4	4.13.2	A depth sounder.
	4.14	Spare Number
	4.16	Tools and Spare Parts
**	4.16.1	Tools and spare parts, suitable for the duration and nature of the passage.
**	4.16.2	An effective means to quickly disconnect or sever the standing rigging from the boat.
	4.17	Boat's Name
**		The boat's name on miscellaneous buoyant equipment, such as lifejackets, cushions, lifebuoys, recovery slings, grab bags, etc.
	4.18	Retro-Reflective Material
**		Marine grade retro-reflective material on lifebuoys, recovery slings, liferafts and lifejackets.
	4.22	Crew Overboard Identification and Recovery
	4.22.3	Lifebuoys
MoMu3,4		a) a lifebuoy with a self-igniting light, a whistle, and a drogue within reach of the helmsman and ready for immediate use,
**		e) each inflatable lifebuoy and any automatic device shall be tested and serviced at intervals in accordance with its manufacturer's instructions.
	4.22.4	Heaving Line
**		A heaving line, no less than 6 mm (1/4") diameter, 15–25 m (50–75') long, readily accessible to cockpit.
	4.23	Pyrotechnic and Light Signals
**		Pyrotechnic signals shall be provided conforming to <u>LSA</u> 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:
**		a) 2 orange smoke <u>LSA</u> III 3.3,

SECTION 4 – PORTABLE EQUIPMENT

Categories		A boat shall have:
**	4.25 Cockpit Knife	A strong, sharp knife, in a securely restrained sheath shall be readily accessible from the deck or a cockpit.
**	4.26 Storm & Heavy Weather Sail Inventory	the following storm & heavy weather sails as specified in <u>OSR</u> 4.27:
MoMu4	4.26.1	either mainsail reefing to reduce the luff by 12.5% or a heavy weather jib (or rotating wing mast if suitable or heavy-weather sail in a boat with no forestay).
	4.27 Storm & Heavy Weather Sail Specifications	Where required by <u>OSR</u> 4.26, the specifications of heavy weather sails shall follow:
		
		Figure 3 – Storm Sails
	4.27.1 Design	
**	a)	the material of the body of a storm sail purchased after 2013 shall have a highly visible colour (e.g. dayglo pink, orange or yellow),
**	b)	aromatic polyamides, carbon and similar fibres shall not be used in a trysail or storm jib, but <u>HMPE</u> and similar materials are permitted,
**	c)	sheeting positions on deck for each storm and heavy-weather sail,
**	d)	sheeting positions for the trysail independent of the boom, and
**	e)	the maximum area of storm and heavy weather sails shall be lesser of the areas below or as specified by the boat designer or sailmaker.
	4.27.3 A Heavy Weather Jib (or Heavy Weather Sail in a Boat with no Forestay) with:	
**	a)	area, in unreefed condition , of 13.5% height of the foretriangle squared, and
**	b)	readily available method, independent of a luff groove, to attach to the stay.
**		For sails made after 2011: Storm and heavy weather jib areas calculated as: $(0.255 \times \text{luff length} \times (\text{luff perpendicular} + 2 \times \text{half width}))$.

SECTION 5 – PERSONAL EQUIPMENT

Categories		Each <u>crewmember</u> shall have:
**	5.01	Lifejacket
**	5.01.1	A lifejacket which shall:
**		a) i if manufactured before 2012 comply with <u>ISO</u> 12402-3 (Level 150) or equivalent, including <u>EN</u> 396 or UL 1180 and:
**		• if inflatable have a gas inflation system
**		• have crotch/thigh straps (ride up prevention system)
**		ii if manufactured after 2011 comply with <u>ISO</u> 12402-3 (Level 150) and be fitted with a whistle, lifting loop, reflective material automatic/manual gas inflation system:
**		• crotch/thigh straps (ride up prevention system)
**		c) be clearly marked with the boat's or wearer's name,
**		f) if inflatable, be regularly checked for air retention.
**	5.01.4	The <i>person in charge</i> shall personally check each lifejacket at least once annually.

SECTION 6 – TRAINING

Categories	6.04	Routine Training On-Board
**		At least annually the crews shall practice the drills for:
**		a) crew-overboard recovery, and
**		b) abandonment of vessel.
	6.05	Medical Training
MoMu3,4	6.05.3	At least two <u>crewmembers</u> shall be familiar with First Aid procedures, hypothermia, drowning, cardio-pulmonary resuscitation, and relevant communications systems.

LIST OF APPENDICES

The appendices, other than appendix F, listed below are included in the "Complete" version of the current World Sailing OSR available at <https://www.sailing.org/inside-world-sailing/rules-regulations/offshore-special-regulations/>

Appendix F begins on the next page.

APPENDICES TO THE OFFSHORE SPECIAL REGULATIONS

APPENDIX A – Moveable and Variable Ballast

APPENDIX B – For Inshore Racing

APPENDIX C – For Inshore Dinghy Racing

APPENDIX D – A Guide to ISO and other Standards

APPENDIX E – World Sailing Code for the Organisation of Oceanic Races

APPENDIX F – Standard Inspection Card

APPENDIX G – Model Training Course

APPENDIX H – Model First Aid Training Course

APPENDIX J – Hypothermia

APPENDIX K – Drogues and Sea Anchors

APPENDIX L – Model Keel and Rudder Inspection Procedure

APPENDIX M – Optional Wording for Organising Authorities' NoRs or SIs

World Sailing Appendix F

Inspection Card

For **Category 4 Monohulls**

JANUARY 2024 – DECEMBER 2025

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Version 1.13 – 24 February 2024



Instructions

- **PERSON IN CHARGE** (see Racing Rules of Sailing 46): please fill in this form, prepare the boat, initial above each underline and sign where indicated.
- **INSPECTORS** mark each inspected item with a checkmark or cross. Note any deficiencies on the *Deficiency Report*. Show the *Deficiency Report* to the *Person in Charge*, then return the report to the *Race Committee* as soon as possible.

Boat _____

Sail Number _____

No of persons on board _____

Disclaimer of Liability The inspection is carried out as a courtesy. An inspector cannot limit or reduce the complete and unlimited responsibility of the owner and the person in charge.

"I hereby declare that I am the *Person in Charge*, that wherever I initial an item on this checklist it conforms to its associated Offshore Special Regulations (OSR), that I have read and understand the OSRs and in particular [1.02.1](#) and [1.02.2](#)

Signed _____ **Date** _____

Printed Name _____

Precedence: The checklist below is in point form. In all cases the full text in the Offshore Special Regulations takes precedence.

Inspector only ↴

Person in Charge initials here ↴

Lay out on Chart Table or Other Surface

- | | | | |
|------------------------|--|-------|--------------------------|
| 4.11.2 | Charts, plotting equipment. Alternative if all electronic | _____ | <input type="checkbox"/> |
| 6.04 | Proof that crew-overboard recovery has been practiced within past year | _____ | <input type="checkbox"/> |
| 6.04 | Proof that abandonment of vessel has been practiced within past year | _____ | <input type="checkbox"/> |
| 6.05.3 | 2 crewmembers familiar with 1st Aid, CPR & communication systems | _____ | <input type="checkbox"/> |

Lay out on Bunk(s)

- | | | | |
|------------------------|---|-------|--------------------------|
| 3.29.2 | Watertight hand-held marine VHF transceiver | _____ | <input type="checkbox"/> |
| 3.29.4 | 2nd radio capable of receiving weather, could be the handheld VHF | _____ | <input type="checkbox"/> |
| 4.08 | First Aid Manual and First Aid Kit | _____ | <input type="checkbox"/> |
| 4.09 | Foghorn | _____ | <input type="checkbox"/> |
| 4.16.1 | Tools, spare parts, method to disconnect/sever standing rigging | _____ | <input type="checkbox"/> |
| 4.23 | Flares, 2 orange smoke, LSA III | _____ | <input type="checkbox"/> |

5.01	Lifejacket c/w lights, whistle etc., 1 for each crew, marked with name	_____	<input type="checkbox"/>
5.01.1	Each lifejacket has crotch or thigh straps & harness	_____	<input type="checkbox"/>
5.01.4	Each lifejacket inspected by the person in charge within past 12 months	_____	<input type="checkbox"/>
Below Deck Inspection			
3.06	2 exits, at least 1 forward of the foremost mast	_____	<input type="checkbox"/>
3.08.3	Portlights that open inward labelled "NOT TO BE OPENED AT SEA"	_____	<input type="checkbox"/>
3.10	Sea cocks or valves on through-hull openings below waterline	_____	<input type="checkbox"/>
3.12	Heel of keel-stepped mast is securely fastened to structure	_____	<input type="checkbox"/>
3.18.2	Toilet, permanently installed, or fitted bucket	_____	<input type="checkbox"/>
3.19.1	Bunks, permanently installed	_____	<input type="checkbox"/>
3.22	Hand holds below deck	_____	<input type="checkbox"/>
3.27.4	Spare bulbs for navigation lights (not required for LED)	_____	<input type="checkbox"/>
3.28.4	Batteries are of sealed type	_____	<input type="checkbox"/>
4.03	Tapered soft wood plug at each through-hull opening	_____	<input type="checkbox"/>
4.05.1	Fire blanket adjacent to every cooking device	_____	<input type="checkbox"/>
4.05.3	2 fire extinguishers in different parts of the boat	_____	<input type="checkbox"/>
4.12	Safety equipment location chart	_____	<input type="checkbox"/>
At Helm or Ready for Rapid Deployment			
4.22.3	Lifebuoy with self-igniting light, whistle and drogue	_____	<input type="checkbox"/>
4.22.4	Heaving line, pref. 'Throwing sock' type, 6mm (1/4") 15–25m (50–75')	_____	<input type="checkbox"/>
4.25	Strong, sharp knife, sheathed and securely restrained	_____	<input type="checkbox"/>
On Deck, Where Stowed or Ready for Deployment			
3.08.4	Hatch blocking devices (panels) attached and can be secured in place	_____	<input type="checkbox"/>
4.06.2	Anchor, readily accessible	_____	<input type="checkbox"/>
Rigged/Fitted to Demonstrate Use			
3.27.1	Navigation lights, above sheerline and not obscured when sailing	_____	<input type="checkbox"/>
4.10.1	Radar reflector, 30 cm (12") dia. octahedral or minimum RCS of 2 m ²	_____	<input type="checkbox"/>
4.26.1	Reefing to reduce mainsail luff by 12.5% or a heavy weather jib	_____	<input type="checkbox"/>
4.27.1	Sheeting positions for each heavy/storm sail	_____	<input type="checkbox"/>
General			
2.04	All equipment is readily available, adequately sized, in date and functions	_____	<input type="checkbox"/>

2.04.2	Heavy items are permanently installed or securely fastened	_____	<input type="checkbox"/>
3.02	Boat is strongly built, seaworthy and watertight	_____	<input type="checkbox"/>
3.08.1	Forward hatches open outward only	_____	<input type="checkbox"/>
3.08.2	Hatches are attached, above water at 90° heel & operable if capsized	_____	<input type="checkbox"/>
3.08.5	Companionway sill is above local sheerline, or acceptable alternative	_____	<input type="checkbox"/>
3.09	Cockpit is strong, watertight and meets OSR size and drainage	_____	<input type="checkbox"/>
3.14	Double lifelines & pulpits, surround entire deck, 600 mm (24”) high	_____	<input type="checkbox"/>
3.23.1	2 strong buckets, each with lanyard and 9 L (2.4 US Gal) capacity	_____	<input type="checkbox"/>
3.23.1	Manual bilge pump	_____	<input type="checkbox"/>
3.23.2	Permanently installed manual bilge pump operable with all hatches closed	_____	<input type="checkbox"/>
3.24	Magnetic compass, unpowered, with deviation chart	_____	<input type="checkbox"/>
3.25	2 halyards per mast, each capable of hoisting a sail	_____	<input type="checkbox"/>
4.01.1	Sail letters and numbers meeting RRS 77 & RRS G	_____	<input type="checkbox"/>
4.13.2	Depth sounder	_____	<input type="checkbox"/>
4.17	Boat's name on buoyant equipment	_____	<input type="checkbox"/>
4.18	Marine grade retro-reflective material on buoyant equipment	_____	<input type="checkbox"/>