World Sailing Offshore Special Regulations

Extract for Category 4 Multihulls

JANUARY 2024 – DECEMBER 2025

World Sailing

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

The inspection card is attached as $\underline{Appendix F}$ below.

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Language & Abbreviations Used

- Mo Monohulls
- Mu Multihulls
- means the item applies to all types of boat in all Categories except 5 for which see Appendix B or 6 for which see Appendix C.

RED TYPE indicates a significant change in 2024.

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

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

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

BOLD BLUE TYPE indicates a {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 <u>https://www.sailing.org/inside-world-sailing/rules-regulations/offshore-special-regulations/</u>

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: <u>https://www.sailing.org/inside-world-sailing/rules-regulations/constitution-regulations/</u>) 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: <u>technical@sailing.org</u>

SECTION 1 – FUNDAMENTAL AND DEFINITIONS

Categories	1.01	Purpose and	Use	
**	1.01.1	The purpose of equipment, acc	the Offshore Special Regulations (<u>OSR</u>) is to establish uniform minimum commodation and training standards for monohull and multihull	
		(excluding proa	a [asymmetrical catamaran]) boats racing offshore.	
**	1.01.2	The <u>OSR</u> do no Classification S	t replace, but supplement, the requirements of governmental authority, ociety certification, the Racing Rules of Sailing (<u>RRS</u>), Equipment Rules of	
**	1.01.3	Use of the OSR attention is dra adequate shelt included in mo	A does not guarantee total safety of the boat and her crew. Particular won to the description of <u>OSR</u> for inshore racing which includes that er and or effective rescue is available all along the course. This is not re onerous <u>OSR</u> categories.	
	1.02	Responsibilit	y of Person in Charge	
**	<u>1.02.1</u>	Under <u>RRS</u> 3	the responsibility for a boat's decision to participate in a race or	
		continue raci inescapable r ensure that t experienced	ng is hers alone. The safety of a boat and her crew is the sole and responsibility of the <i>person in charge</i> who shall do his best to he boat is fully found, thoroughly seaworthy and manned by an 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	
**	<u>1.02.2</u>	Neither the est inspection of a unlimited respo	ablishment of the <u>OSR</u> , nor their use by <i>organising authorities</i> , nor the boat under the <u>OSR</u> in any way limits or reduces the complete and possibility of the <i>person in charge</i> .	
**	1.02.3	By participating	g in a race conducted under the <u>OSR</u> , the <i>person in charge</i> , each competito	
		and boat owner agrees to reasonably cooperate with the <i>organising authority</i> and World		
		Sailing in the d	evelopment of an independent incident report as specified in OSR 2.02.	
	1.03	Definitions, A	bbreviations, Word Usage	
**	1.03.1	Table 1 – Def	initions of Terms used in this document	
		Abbreviation	Description	
		#	Pound force (lbf)	
		ABS	American Bureau of Shipping	
		AIS	Automatic Identification Systems	
		Coaming	The part of the cockpit, including the transverse after limit, over 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	

SECTION 1 - F	UNDAMENTAL AND DI	EFINITIONS
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>
	Lн	Hull Length as defined by the ERS
	Lifeline	Rope or wire line rigged as guardrail/guardline around the deck
	LSA	IMO International Life-Saving Appliance Code
	Lwl	(Length of) loaded waterline
	Moveable Ballast	Material carried for the sole purpose of increasing weight and/or influencing stability and/or trim and which may be moved 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 "sh	all" and "must" are mandatory, and "should" and "may" are permissive.

SECTION 2 – APPLICATION & GENERAL REQUIREMENTS

Categories	2.01	Categories of Events
**		Organising authorities shall select from one of the following categories and may modify the
		OSR to suit local conditions.
	2.01.5	Category 4
MoMu4		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 protect
	2 04	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 permanently installed or securely fastened.

Categories		A boat shall be/have:	
5	3.01	Strength of Build and Rig	
**	3.01.1	Properly rigged, fully seaworthy and shall meet the OSR.	
**	3.01.2	Equipped with shrouds and at least one forestay that shall remain connected to the mast	
		and the boat while racing (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.	
	<u>3.02</u>	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 .	
	3.05	Stability and Flotation – Multihulls	
Mu0,1,2,3,4	<u>3.05.1</u>	Watertight bulkheads and compartments (which may include permanently installed	
		flotation material) in each hull, to ensure that the boat is effectively unsinkable and capable	
		of floating in a stable position with at least half the length of one hull flooded (see <u>OSR</u>	
		3.13.2).	
Mu0,1,2,3,4	3.05.2	If <u>first launched</u> after 1998, a boat shall have transverse watertight bulkheads at intervals	
M. 0 1 2 2 4	2 05 2	of not more than 4 m (13-3") in every null without accommodations.	
Mu0,1,2,3,4	3.05.3	Exite Econo Hoteboo Underside Clinning Deinte and Handholde Multibulle	
	3.07	Exits, Escape natches, onderside Chipping Points and Handholds – Multinuits	
Mu4	5.07.1	b) If 8 m (26'-3'') L_{μ} and greater at least two exits in each hull which contains	
i iu i		accommodations	
	3.07.2	Escape Hatches – General	
Mu0.1.2.3.4		a) If 12 m ($39'-4''$) L _H and greater each hull which contains accommodation shall have:	
Mu0,1,2,3,4		i an escape hatch for access to and from the hull in the event of an inversion,	
Mu0,1,2,3,4		ii if <u>first launched</u> after 2002, a minimum clearance diameter through each escape	
		hatch of 450 mm (18") or when an escape hatch is not circular, sufficient	
		clearance to allow a crewmember to pass through fully clothed,	
Mu0,1,2,3,4		iii each escape <u>hatch</u> to be above the waterline when the boat is inverted,	
Mu0,1,2,3,4		iv if first launched after 2000, each escape hatch to be at or near the midships	
		station.	
Mu0,1,2,3,4		b) Each escape <u>hatch</u> shall have been opened both from inside and outside within 6	
		months prior to the race.	
	3.07.3	Escape Hatches – Catamarans	
Mu0,1,2,3,4		If <u>first launched</u> after 2002, each escape <u>hatch</u> to be on the side nearest the vessel's	
		central axis.	
M. 0 1 2 2 4	3.07.4	Escape Hatches – Trimarans	
Mu0,1,2,3,4		a) If <u>ITSE faulticitieu</u> diter 2002 with \underline{LH} 12 III (39-4) diffu greater, di least two escape batches in compliance with the dimensions in OSP 3 07.2 a) ii	
	3 07 5	<u>Inderside Clipping Points and Handbolds</u>	
Μυθ 1 2 3 4	5.07.5	On the underside appropriate handholds and clipping points of sufficient capacity to enable	
140,1,2,3,1		all crewmembers to hold on and/or clin on securely	
Mu0.1.2.3.4		a) On a trimaran these shall be around the central hull.	
Mu0.1.2.3.4		b) On a catamaran first launched after 2002, with a central nacelle, these shall be	
		around the central nacelle.	
	3.07.6	Escape Hatch Alternatives	
Mu2,3,4		If a boat has $\underline{L}_{\underline{H}}$ less than 12 m (39'-4") it shall have escape <u>hatches</u> in compliance with	
		OSR 3.07.2 a), 3.07.4 a) and 3.07.4 b) or:	
Mu2,3,4		a) in each hull which contains accommodation, a station where an emergency <u>hatch</u> may	
		be cut. The cutting line shall be clearly marked both inside and outside with an outline	
		and the words "ESCAPE CUT HERE", and	
Mu2,3,4		b) tools suitable for cutting the emergency <u>hatch</u> , ready for instant use, adjacent to the	
		cutting site. Each tool shall be secured to the vessel by a lanyard.	

Categories		A boat shall be/have:		
	3.08	Hatches & Companionways		
**	<u>3.08.1</u>	<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		
**	2 0 9 2	0.071 III- (110 III-). A batch including a batch over a locker shall be:		
**	<u>J.00.2</u>	a) permanently attached and canable of being firmly shut immediately and remaining		
		firmly shut in a 180° capsize		
**	3 08 3	Hatches not conforming with OSR 3 08 1 and OSR 3 08 2 shall be clearly labelled and used		
	<u>3.00.3</u>	in accordance with the following instruction "NOT TO BE OPENED AT SEA"		
**	3 08 4	Companionway hatches:		
**	<u>510011</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 hatch open or shut,		
**		ii secured to the boat (e.g. by lanyard) for the duration of the race, and		
**		iii permit exit in the event of inversion.		
Mu0,1,2,3,4	3.08.7	If a multihull with a companionway <u>hatch</u> extending below the local sheerline a boat shall		
		either:		
Mu0,1,2,3,4		a) have a minimum sill height of 300 mm (12") and be capable of being blocked off up to the level of the local sheerline whilst giving access to the interior with the blocking device(c) in place, or		
Mu4		c) be in compliance with ISO 11812 to design category B		
inu i	3 00	Cocknits		
	3 09 1	General		
**	510511	a) cocknits 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 $2\% L_{W}$ above the waterline (or in IMS boats with first		
		launch before 2003, at least 2% L above the waterline), and		
**		c) a bow, lateral, central, or stern well is a cockpit for the purposes of OSR 3.09.		
	3.09.2	Cockpit Volume		
**		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>LwL</u> x maximum beam x freeboard abreast the cockpit).		
**		c) series date after March 1992 as above for the appropriate category except that		
		"lowest coamings" shall not include any aft of the FA station (the transverse station at		
		which the upper corner of the transom meets the 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') $L_{\rm H}$: 2 x 25 mm (1") diameter or equivalent,		
**		b) if 8.5 m (28') \underline{L}_{H} or greater: 4 x 20 mm (3/4") diameter or equivalent.		
	<u>3.10</u>	Sea Cocks or Valves		
**		Permanently installed sea cocks or valves on all through-hull openings below the		
		waterline except for integral deck scuppers and instrument through-hulls.		
	3.11	Sheet Winches		
**		Sheet winches mounted in such a way that an operator is not required to be substantially below deck.		
	<u>3.12</u>	Mast Step		
**		The heel of a keel stepped mast <u>securely fastened</u> to the mast step or adjoining structure.		
	3.13	Watertight Bulkheads		
Mo0Mu**	<u>3.13.1</u>	Either a watertight "crash" bulkhead within 15% of $\underline{L}_{\underline{H}}$ from the bow and abaft the forward		
		end of \underline{L}_{WL} , or <u>permanently installed</u> closed-cell foam buoyancy effectively filling the forward 30% $\underline{L}_{\underline{H}}$ of the hull.		

Categories		A bo	pat shall be/have:	
Mo0Mu**	3.13.2	Any required watertight bulkhead to be strongly built to take a full head of water pressure		
		without allowing any leakage into the adjacent compartment.		
	3.14	Pul	pits. Stanchions. Lifelines	
	3 14 1	Gen	neral	
**	011411	The	perimeter of the deck surrounded by system of lifelines and pulpits as follows:	
**			continuous lifelines fixed only at (or near) the how and storn. However, a gate on	
		a)	continuous <u>memores</u> fixed only at (of field) the bow and stern. However, a gate of	
			each side of a boat is permitted. Except at its end fittings and at gates, the movement	
			of a <u>interine</u> in a fore-and-art direction shall not be constrained. Temporary sleeving	
**			shall not modify tension in the <u>lifeline</u> ,	
**		D)	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') \underline{L} 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 permanently installed with pulpits and stanchions	
			mechanically retained in their bases,	
**		e)	if a boat's first launch date is after 2024, the outside of pulpit and stanchion base	
			tubes no further inboard from the perimeter of the deck than 5% of boat beam 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 vacht is unright	
**		f)	stanchions straight and vertical excent that:	
**		''	i within the first 50 mm $(2'')$ from the deck stanchions shall not be displaced	
			horizontally from the point at which they emerge from the deck or stanchion base	
			horizontally from the point at which they emerge from the deck of stanchion base by more than 10 mm $(3/8'')$	
**			ii stanchions may be appled to not more than 10° from vertical at any point above	
			50 mm (2%) from the deel	
**		~)	50 IIIIII (2) II0III ule deck.	
-11-		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"),	
			(X260 mm	
			Ø300 mm	
			rth Knit	
			A A A A A A	

Figure 2 – Diagram Showing Pulpit Opening

h) <u>lifelines</u> may terminate at or pass through adequately braced stanchions set inside and overlapping the bow pulpit,

Categories		A boat shall be	/have:	•	
**		i) when a de	eflecting force of 4	kg (8.8 #) is applied to a	lifeline at the mid-point of the
		longest sp	an between supp	orts that are aft of the mas	t, the deflection shall not
		exceed:			
**		i 50 m	m (2") for an uppe	er or single <u>lifeline,</u>	
**		ii 120 n	nm (4 ¾") for an	intermediate <u>lifeline.</u>	
	3.14.2	Special Requi	rements for Pul	pits, Stanchions, Lifelin	es on Multihulls
Mu0,1,2,3,4		When on a boa	t it is impractical t	to precisely follow <u>OSR</u> reg	arding pulpits, stanchions,
		lifelines, the reg	gulations for mono	ohulls shall be followed as	closely as possible.
	3.14.3	Lifeline Speci	fications		
		D) <u>lifelines</u> of	either:		
			ied stainless steel	i wire, or	
**		c) The minim	<u>.</u> um diameter is si	pecified in table 4 below	
**		d) Stainless	steel lifelines shall	be uncoated and used wit	hout close-fitting sleeving
		however.	temporary sleevin	a may be fitted provided it	is regularly removed for
		inspection			
**		e) A lanyard	, of synthetic rope	may be used to secure life	lines provided the gap it closes
		does not e	exceed 100 mm (4	1"). This lanyard shall be re	placed annually,
**		f) All compo	nents of the <u>lifelin</u>	enclosure system shall h	ave a breaking strength no less
		than the <u>li</u>	<u>feline</u> ,		
Mo4Mu**		g) When <u>HM</u>	<u>PE</u> is used, it shall	l be protected from chafe a	and spliced in accordance with
		the manuf	facturer's recomm	ended procedures.	
**		Table 4 – Life	line Diameter R	equirements	
		<u>L</u> _H	Wire Min. <u>lifeline</u>	HMPE rope (Single braid)	HMPE Core (Braid on braid)
			diameter	min. <u>lifeline</u> diameter	min. <u>lifeline</u> outside
					diameter
		under 8.5 m	3 mm (1/8″)	4 mm (5/32″)	6 mm (1/4″)
		(28′)			
		8.5m – 13 m	4 mm (5/32")	5 mm (3/16″)	7 mm (9/32″)
		over 13 m	5 mm (3/16″)	5 mm (3/16″)	7 mm (9/32″)
		(42' 8")			
	3.15	Multibull Nets or Trampolines			1
	3.15.1	General		-	
Mu0,1,2,3,4		The words "net	and "trampoline	" are interchangeable. A ne	et shall be:
Mu0,1,2,3,4		a) essentially	horizontal,	5	
Mu0,1,2,3,4		b) made from	n durable woven v	webbing, water permeable	fabric, or mesh with openings
		not larger	than 5 cm (2") in	any dimension. Attachmer	nt points shall be planned to
		avoid chat	e. The junction be	etween a net and a boat sh	nall present no risk of foot
		trapping,			
Mu0,1,2,3,4		c) solidly fixe	ed at regular inter	vals on transverse and long	gitudinal support lines and shall
		be fine sti	tched to a bolt rop	pe, and	
Mu0,1,2,3,4		d) able to ca	rry the full weight	of the crew either in norm	al working conditions at sea or
	2 1 5 2		capsize when the	boat is inverted.	
	3.13.2	A trimaran with	double crossboar	pedilis ms shall have nots on each	sido covoring:
Mu() 1 2 3 4		a) the area f	ormed by the cross	sheams central hull and o	side covering. utriggers
Mu0 1 2 3 4		b) the triang	les formed by the	aft end of the central nuln	it the mid-point of each
		forward o	ossbeam, and the	e intersection of the crossh	eam and the central hull.
Mu0,1,2,3,4		c) the triana	les formed by the	aftermost part of the cock	pit or steering position
, , , , ,		(whicheve	r is furthest aft), I	the mid-point of each after	crossbeam, and the
		intersectio	on of the crossbea	m and the central hull, exc	ept that:
Mu0,1,2,3,4		d) <u>OSR</u> 3.15.	2(c) is not a requi	irement when cockpit <u>coan</u>	<u>nings</u> and/or <u>lifelines</u> are present
		which con	nply with the mini	mum height requirements	in <u>OSR</u> 3.14.

SECTION 3 – 3	STRUCTL	JRAL FEATURES, STABILITY, FIXED EQUIPMENT
Categories		A boat shall be/have:
	3.15.3	Trimarans with Single Crossbeams
Mu0,1,2,3,4		A trimaran with a single crossbeam shall have nets between the central hull and each outrigger on each side between two straight lines from the intersection of the crossbeam and the outrigger, respectively to the aft end of the pulpit on the central hull, and to the aftermost point of the cockpit or steering position on the central hull (whichever is furthest aft).
	3.15.4	Catamarans
Mu0,1,2,3,4		A catamaran shall have nets covering the area defined laterally by the hulls and longitudinally by transverse stations through the forestay base and the aftermost point of the boom lying fore and aft. However, a catamaran with a central nacelle (non-immersed) may satisfy the regulations for a trimaran.
**	3.16	Spare
	3.18	Toilet
MoMu3,4	<u>3.18.2</u>	Permanently installed toilet or fitted bucket.
	3.19	Bunks
MoMu1,2,3,4	<u>3.19.1</u>	<u>Permanently installed</u> bunks.
. la de	<u>3.22</u>	Hand Holds
**		Adequate hand holds fitted below deck.
**	3.23	Bilge Pumps and Buckets
	<u>3.23.1</u>	a) two strong buckets, each with a lanyard and of at least 9 L (2.4 US Gal) capacity,
Mu0,1,2,3,4		e) provision to pump out all watertight compartments (except those filled with
**	2 7 2 7	All required permanently installed hilds number shall be operable with all cocknit costs
	<u>3.23.2</u>	hat required <u>permanently installed</u> bige pumps shall be operable with all cockpit seals, hatches and companionways shut and with permanently installed discharge pipe(s) of
		sufficient canacity
**	3.23.3	Bilge numps shall not be connected to cockpit drains and shall not discharge into a
	512515	contained cocknit
**	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 lanvard.
	3.24	Compass
**		a) <u>Permanently installed</u> marine magnetic steering compass, independent of any power supply, correctly adjusted with deviation card,
	<u>3.25</u>	Halyards
**	3.25.1	A minimum of two halyards, each capable of hoisting a sail, on each mast.
	3.27	Navigation Lights
**	<u>3.27.1</u>	That conform to the International Regulations for Preventing Collisions at Sea (Part C and
**	2 2 2 2	Lechnical Annex 1) and shall be exhibited as required by those regulations.
* *	3.27.2	Mounted above sneerline and so that they will not be masked by sails or the neeling of the
**	3 27 4	Dual. Spare hulbs (not required for LED)
	3.28	Engines Generators Fuel
	3 28 1	Pronulsion Engines
**	0.2012	a) engines and associated systems installed in accordance with their manufacturers'
		quidelines 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</u>
		installed 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.

Categories		A boat shall be/have:		
	<u>3.28.4</u>	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		
Mo1,2,3	<u>3.29.1</u>	A hand-held marine VHF transceiver for each grab bag, watertight or with a waterproof		
Mu1,2,3,4		cover. When not in use to be stowed in the grab bag or emergency container (see <u>OSR</u> 4.21).		
**	<u>3.29.4</u>	A second radio receiver, which may be the handheld VHF in \underline{OSR} 3.29.1 above, capable of receiving weather bulletins.		

SECTION 4 – PORTABLE EQUIPMENT

Categories		A boat shall have:
5	4.01	Sail Letters & Numbers
**	4.01.1	Identification on sails which complies with <u>RRS</u> 77 and <u>RRS</u> Appendix G.
	4.02	Search and Rescue Visibility
Mu0,1,2,3,4	4.02.3	A 1 m ² (11 ft ²) area of highly visible pink, orange or yellow showing when the boat is
		inverted.
	<u>4.03</u>	Soft Wood Plugs
**		A tapered soft wood plug stowed adjacent to every through-hull opening.
	4.05	Fire Fighting Equipment
**	<u>4.05.1</u>	A fire blanket adjacent to every cooking device.
MoMu4	<u>4.05.3</u>	2 fire extinguishers in different parts of the boat.
	4.06	Anchors
MoMu4	<u>4.06.2</u>	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.
	<u>4.07</u>	Flashlights and Searchlights
Mo0,1,2,3		Watertight lights (minimum IP67 rated) with spare batteries and bulbs as follows, or a
Mu**		watertight (minimum IP67 rated) rechargeable LED torch, of at least 400 Lumens.
Mo0,1,2,3 Mu**		b) stowed in each grab bag (see <u>OSR 4.21)</u> , a flashlight in addition to <u>OSR</u> 4.07 a).
Mo0,1,2,3 Mu**		c) the flashlight in \underline{OSR} 4.07 b) shall be stowed in the grab bag (see \underline{OSR} 4.21).
	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 crewmembers.
	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	<u>4.11.2</u>	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	<u>4.13.2</u>	A depth sounder.
	4.14	Spare Number
	4.16	Tools and Spare Parts
**	<u>4.16.1</u>	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.
	<u>4.17</u>	Boat's Name
**		The boat's name on miscellaneous buoyant equipment, such as lifejackets, cushions,
		lifebuoys, recovery slings, grab bags, etc.
	<u>4.18</u>	Retro-Reflective Material
**		Marine grade retro-reflective material on lifebuoys, recovery slings, liferafts and lifejackets.
	4.21	Grab Bags
Mo0,1,2,3	<u>4.21.1</u>	A grab bag shall have inherent flotation, at least 0.1 m^2 (1 ft ²) area of highly visible colour
Mu**		(e.g. dayglo yellow or orange) on the outside, shall be marked with the name of the boat,

SECTION 4 – PORTABLE EQUIPMENT

Categories A boat shall have: and shall have a lanyard and clip. If a grab bag has to accompany a specific life is be clearly marked with the identity of its corresponding raft. Mu3,4 4.21.4 Mu3,4 4.21.4 The following shall be either stowed with a liferaft, or in a watertight compartme grab bag. The container shall be readily accessible whether or not the boat is inv Mo3Mu3,4 a) 3 hand flares, Mo3Mu3,4 b) watertight strobe light with spare batteries (may be part of the flashlight), No3Mu3,4 c) knife, and Mo3Mu3,4 d) whistle. 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 flashle lifebuoy and any automatic device shall be tested and service intervals in accordance with its manufacturer's instructions.	
Mu3,44.21.4The following shall be either stowed with a liferaft, or in a watertight compartme grab bag. The container shall be readily accessible whether or not the boat is inv a) 3 hand flares, b) watertight strobe light with spare batteries (may be part of the flashlight), c) knife, and d) whistle.Mo3Mu3,44.22Crew Overboard Identification and Recovery 4.22.3MoMu3,4a) lifebuoysMoMu3,4a) 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 service intervals in accordance with its manufacturer's instructions.	
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 each inflatable lifebuoy and any automatic device shall be tested and service intervals in accordance with its manufacturer's instructions. 	he
	ed at
4.22.4 Heaving Line	
** A heaving line, no less than 6 mm (1/4") diameter, 15–25 m (50–75') long, readi	ly
4.22 Durotochnic and Light Signals	
** Dyrotechnic signals chall be provided conforming to 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:	
a) 2 Ordinge Smoke <u>LSA</u> III 5.3,	
4.24 Spare Number	
4.25 COCKPIL KIIIE ** A strong sharp knife in a converte restrained shorth shall be readily associable f	rom tha
deck or a cockpit.	om the
4.26 Storm & Heavy Weather Sail Inventory	
** the following storm & heavy weather sails as specified in <u>OSR</u> 4.27:	
MoMu4 <u>4.26.1</u> either mainsail reefing to reduce the luff by 12.5% or a heavy weather jib (or rot	ating wing
mast if suitable or neavy-weather sail in a boat with no forestay).	
Where required by <u>OSR</u> 4.26, the specifications of heavy weather sails shall follow	

SECTION 4 – PORTABLE EQUIPMENT



SECTION 5 – PERSONAL EQUIPMENT

Categories		Each <u>crewmember</u> shall have:
	<u>5.01</u>	Lifejacket
**	<u>5.01.1</u>	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	<u>6.04</u>	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	<u>6.05.3</u>	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 <u>https://www.sailing.org/inside-world-sailing/rules-regulations/offshore-special-regulations/</u>

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 Multihulls

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フ

Person in Charge initials here I

	Lay out on Chart Table or Other Surface	
<u>4.11.2</u>	Charts, plotting equipment. Alternative if all electronic	
<u>6.04</u>	Proof that crew-overboard recovery has been practiced within past year	
6.04	Proof that abandonment of vessel has been practiced within past year	
<u>6.05.3</u>	2 crewmembers familiar with 1st Aid, CPR & communication systems	
	Lay out on Bunk(s)	
<u>3.29.4</u>	2nd radio capable of receiving weather, could be the handheld VHF	
<u>4.08</u>	First Aid Manual and First Aid Kit	
<u>4.09</u>	Foghorn	
<u>4.16.1</u>	Tools, spare parts, method to disconnect/sever standing rigging	
<u>4.23</u>	Flares, 2 orange smoke, LSA III	
<u>5.01</u>	Lifejacket c/w lights, whistle etc., 1 for each crew, marked with name	

<u>5.01.1</u>	Each lifejacket has crotch or thigh straps & harness	
<u>5.01.4</u>	Each lifejacket inspected by the person in charge within past 12 months	
	Grab Bag	
<u>3.29.1</u>	Watertight handheld VHF radio transceiver stowed in each grab bag	
<u>4.07</u>	2nd watertight (IP67) flashlight with spare batteries and bulbs	
<u>4.21.1</u>	Grab bag for each raft, with inherent flotation and 0.1 m^2 (1 ft ²) bright colour	
<u>4.21.4</u>	3 hand flares	
4.21.4	Watertight strobe light	
4.21.4	Knife	
4.21.4	Whistle	
	Below Deck Inspection	
<u>3.07.2</u>	Escape hatch in each hull which contains accommodations	
<u>3.08.3</u>	Portlights that open inward labelled "NOT TO BE OPENED AT SEA"	
<u>3.10</u>	Sea cocks or valves on through-hull openings below waterline	
<u>3.12</u>	Heel of keel-stepped mast is securely fastened to structure	
<u>3.13.1</u>	Crash bulkhead or permanently installed foam buoyancy	
<u>3.18.2</u>	Toilet, permanently installed, or fitted bucket	
<u>3.19.1</u>	Bunks, permanently installed	
<u>3.22</u>	Hand holds below deck	
<u>3.27.4</u>	Spare bulbs for navigation lights (not required for LED)	
<u>3.28.4</u>	Batteries are of sealed type	
<u>4.03</u>	Tapered soft wood plug at each through-hull opening	
<u>4.05.1</u>	Fire blanket adjacent to every cooking device	
<u>4.05.3</u>	2 fire extinguishers in different parts of the boat	
<u>4.12</u>	Safety equipment location chart	
	At Helm or Ready for Rapid Deployment	
<u>4.22.3</u>	Lifebuoy with self-igniting light, whistle and drogue	
<u>4.22.4</u>	Heaving line, pref. 'Throwing sock' type, 6mm (1/4") 15–25m (50–75')	
<u>4.25</u>	Strong, sharp knife, sheathed and securely restrained	
	On Deck, Where Stowed or Ready for Deployment	
<u>3.08.4</u>	Hatch blocking devices (panels) attached and can be secured in place	

<u>4.06.2</u>	Anchor, readily accessible	
4.07	Watertight (IP67) searchlight to find person overboard or collision avoidance	
	Rigged/Fitted to Demonstrate Use	
<u>3.27.1</u>	Navigation lights, above sheerline and not obscured when sailing	
<u>4.10.1</u>	Radar reflector, 30 cm (12") dia. octahedral or minimum RCS of 2 m ²	
<u>4.26.1</u>	Reefing to reduce mainsail luff by 12.5% or a heavy weather jib	
<u>4.27.1</u>	Sheeting positions for each heavy/storm sail	
	General	
<u>2.04</u>	All equipment is readily available, adequately sized, in date and functions	
<u>2.04.2</u>	Heavy items are permanently installed or securely fastened	
<u>3.02</u>	Boat is strongly built, seaworthy and watertight	
<u>3.05.1</u>	Transverse watertight bulkheads 4 m (13'-3") in non-accommodation hulls	
<u>3.07.5</u>	Handholds and clipping points on underside of boat	
<u>3.08.1</u>	Forward hatches open outward only	
<u>3.08.2</u>	Hatches are attached, above water at 90° heel & operable if capsized	
<u>3.08.7</u>	Companionway sill is above local sheerline, or acceptable alternative	
<u>3.09</u>	Cockpit is strong, watertight and meets OSR size and drainage	
<u>3.14</u>	Double lifelines & pulpits, surround entire deck, 600 mm (24") high	
<u>3.15</u>	Nets (trampolines) meet OSR	
<u>3.23.1</u>	2 strong buckets, each with lanyard and 9 L (2.4 US Gal) capacity	
3.23.1	Provision to pump out all watertight compartments (excluding foam filled)	
<u>3.23.2</u>	Permanently installed manual bilge pump operable with all hatches closed	
<u>3.24</u>	Magnetic compass, unpowered, with deviation chart	
<u>3.25</u>	2 halyards per mast, each capable of hoisting a sail	
<u>4.01.1</u>	Sail letters and numbers meeting RRS 77 & RRS G	
<u>4.02.3</u>	1 m ² fluorescent pink, orange or yellow on underside	
<u>4.13.2</u>	Depth sounder	
<u>4.17</u>	Boat's name on buoyant equipment	
<u>4.18</u>	Marine grade retro-reflective material on buoyant equipment	