# Offshore Special Regulations

Extract for **Monohull Category 2**

JANUARY 2026 – DECEMBER 2027

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

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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.

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

## Style Conventions Used

RED TYPE indicates a significant change in 2026.

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

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

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

BOLD BLUE TYPE indicates a Sail Canada prescription.

## 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/) are as follows:

3.1 The remit of the Sub-committee is to advise and report to the Oceanic & Offshore Committee on:

(a) the maintenance, revision and changes to the World Sailing Offshore Special Regulations governing offshore racing, under licence from ORC Limited, and any interpretations (changes to 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); and

(b) developments in offshore racing relative to the standards of safety and seaworthiness.

Any queries please email: technical@sailing.org

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

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*The appendices, other than appendix F, are available at https://www.sailing.org*

# SECTION 1 – FUNDAMENTAL AND DEFINITIONS

| Categories | | |
|---|---|---|
| | 1.01 | **Purpose and Use** |
| ** | 1.01.1 | The purpose of the Offshore Special Regulations (OSR) is to establish uniform minimum equipment, accommodation and training standards for **monohull** and **multihull** (excluding proa [asymmetrical catamaran]) boats racing offshore. |
| ** | 1.01.2 | The OSR do not replace, but supplement, the requirements of governmental authority, Classification Society certification, the Racing Rules of Sailing (RRS), Equipment Rules of Sailing (ERS), class rules and rating systems. |
| ** | 1.01.3 | Use of the OSR does not guarantee total safety of the boat and her crew. Particular attention is drawn to the description of OSR for inshore racing which includes that adequate shelter and or effective rescue is available all along the course. This is not included in more onerous OSR categories. |
| | 1.02 | **Responsibility of Person in Charge** |
| ** | 1.02.1 | **Under RRS 3 the responsibility for a boat's decision to participate in a race or continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the *person in charge* who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face all weather. The *person in charge* shall also assign a person to take over his responsibilities in the event of his incapacitation.** |
| ** | 1.02.2 | Neither the establishment of the OSR, nor their use by *organising authorities*, nor the inspection of a boat under the OSR in any way limits or reduces the complete and unlimited responsibility of the *person in charge*. |
| ** | 1.02.3 | By participating in a race conducted under the OSR, the *person in charge*, each competitor and boat owner agrees to reasonably cooperate with the *organising authority* and World Sailing in the development of an independent incident report as specified in OSR 2.02. |
| | 1.03 | **Definitions, Abbreviations, Word Usage** |
| ** | 1.03.1 | **Table 1 – Definitions of Terms used in this document** |

| Abbreviation | Description |
|---|---|
| # | Pound force (lbf) |
| ABS | American Bureau of Shipping |
| AIS | Automatic Identification Systems |
| Coaming | The part of the cockpit, including the transverse after limit, over 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 |

Categories

| | |
|---|---|
| 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 |
| Hatch | The term hatch includes the entire hatch assembly including the lid or cover as part of that assembly |
| HMPE | High Modulus Polyethylene (Dyneema®/Spectra® or equivalent) |
| IBRD | International Beacon Registration Database |
| IMO | International Maritime Organization |
| ISAF | International Sailing Federation – (now World Sailing) |
| ISO | International Standard Organization or International Organization for Standardization |
| Jackstay | A securely fastened webbing or rope which permits a crewmember to move from one part of the boat to another without having to unclip a deck safety harness tether |
| $L_H$ | 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 |
| $L_{WL}$ | (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 |

Categories

| | |
|---|---|
| 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 |
| SSS | The Safety and Stability Screening numeral |
| STCW | Standards of Training, Certification and Watchkeeping for Seafarers |
| STIX | ISO 12217-2 Stability Index |
| Tether | A line or webbing used to connect a deck safety harness to a strong point or jackstay |
| Variable Ballast | Water carried for the sole purpose of influencing stability and/or trim and which may be varied in weight and/or moved while a boat is racing. |
| World Sailing | formerly the International Sailing Federation or ISAF |

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

# SECTION 2 – APPLICATION & GENERAL REQUIREMENTS

| | | |
|---|---|---|
| Categories | 2.01 | **Categories of Events** |
| ** | | *Organising authorities* shall select from one of the following categories and may modify the OSR to suit local conditions. |
| | 2.01.3 | **Category 2** |
| MoMu2 | | 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 boats. |
| | 2.02 | **Incident Reporting** |
| ** | | The *organising authority* of a race will establish whether any incidents occurred, which if reported would likely be relevant to evolving the Offshore Special Regulations, the plan review process, or in increasing safety. The *organising authority* 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 OSR her entry may be rejected, or she will be subject to protest. |
| | 2.04 | **General Requirements** |
| ** | 2.04.1 | All equipment required by OSR shall: |
| ** | | a) function properly, |
| ** | | b) be regularly checked, cleaned and serviced, |
| ** | | c) if it has an expiry date, it will not have exceeded its expiry date whilst racing, |
| ** | | d) when not in use to be stowed in conditions which minimise deterioration, |
| ** | | 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. |
| ** | 2.04.2 | Heavy items shall be permanently installed or securely fastened. |

# 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 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. |
| | 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 hatch with the opening entirely above the **waterline**. |
| Mo0,1,2 | 3.02.2 | a) Structural Inspection – An inspection shall be conducted by an independent qualified person with the boat out of the water. Consult the owner's manual for any instructions for keel bolt checking and re-tightening. See also ISO 12215-9 clause B.5. In addition, check that there are no visible stress cracks particularly around the keel, hull/keel attachment, hull appendages and other stress points, inside the hull, backing plates, bolting arrangements and keel floors. (See Appendix L – Model Keel and Rudder Inspection Procedure). |
| Mo0,1,2 | | b) Non-Destructive Testing - Welded metal keels shall be examined by an independent qualified person using non-destructive testing techniques (such as dye penetrant, ultra-sonic, X-ray and other methods) to reveal any cracks or other defects in welds. |
| Mo0,1,2 | 3.02.3 | a) Evidence of a structural inspection in accordance with 3.02.2 a) within 24 months before the start of the race or after a grounding whichever is later. |
| Mo0,1,2 | | b) From 2030, evidence of non-destructive testing in accordance with 3.02.2 b) within 10 years before the start of the race or after a grounding whichever is later. |
| Mo0,1,2,3 | 3.02.5 | Inspection after Grounding – an appropriately qualified person shall conduct an internal and external inspection after each unintentional grounding. |
| | 3.03 | **Hull Construction Standards (Scantlings)** |
| Mo0,1,2 | 3.03.1 | A **monohull** with a **series date** after 2009 |
| Mo0,1,2 | | a) of less than 24 m (78'-9") $L_H$ shall meet the requirements of 3.03.1 b) or: |
| Mo0,1,2 | | i have been designed and built in accordance with the requirements of ISO 12215 Category A, |
| Mo0,1,2 | | ii have been maintained so that it would still meet ISO 12215 Category A, and |

| Categories | | |
|---|---|---|
| | | A boat shall be/have: |
| Mo0,1,2 | | iii have a World Sailing/ISAF building plan review certificate issued from an organisation recognised by World Sailing. Plan review certificates can be found at https://www.sailing.org. |
| Mo0,1,2 | | b) of 24 m (78'-9") LH and greater shall have been designed, built and maintained in accordance with the requirements of a Classification Society recognised by World Sailing. |
| Mo0,1,2 | | c) shall have a builder's declaration signed and dated by the builder to confirm the boat is built in accordance with the reviewed plans. In cases when a builder no longer exists, an organising authority or class rules may accept a signed statement by a naval architect or other person familiar with the requirements of above in lieu of the builder's declaration, and |
| Mo0,1,2 | | d) shall have an additional World Sailing/ISAF certificate of building plan review in accordance with a) or b), and c) above for all significant repairs or modifications to the hull, deck, coachroof or **appendages**. |
| MoMu0,1,2 | 3.03.2 | A **monohull** with **series date** between 1987 and 2010, and all **multihulls**, shall have been designed, built, maintained, modified or repaired in accordance with the requirements of: |
| Mo0,1,2 | | a) OSR 3.03.1, or |
| Mo0,1,2 | | b) the ABS Guide for Building and Classing Offshore Yachts and have on board either an ABS certificate of plan approval, or written statements signed by the designer and builder confirming that they have respectively designed and built the boat in accordance with the ABS Guide, or |
| MoMu0,1,2 | | c) the EC Recreational Craft Directive for Category A having obtained the CE mark, or |
| MoMu0,1,2 | | d) ISO 12215 Category A, with written statements signed by the designer and builder confirming that they have respectively designed and built the boat in accordance with the ISO standard, and |
| MoMu0,1,2 | | e) have written statements or approvals in accordance with a), or b) or c) and d) above for all significant repairs or modifications to the hull, deck, coachroof, keel or appendages, on board, except |
| MoMu0,1,2 | | f) that an *organising authority* or class rules may accept, when that described in a), b), c), d) or e) above is not available, the signed statement by a naval architect or other person familiar with the standards listed above that the boat fulfils these requirements. |
| | 3.04 | Stability – Monohulls |
| Mo2 | 3.04.1 | b) Compliant with ISO 12217-2[a] design category A. Where this compliance cannot be demonstrated, the boat may meet the requirements of OSR 3.04.2, OSR 3.04.3 or OSR 3.04.4. |
| Mo0,1,2,3 | | [a] This can be demonstrated either by EC Recreational Craft Directive certification having obtained the CE mark or by the designer's declaration. The latest effective |

| Categories | | A boat shall be/have: |
|---|---|---|
| | | version of ISO 12217-2 should be used unless the boat was already designed to a previous version. |

Mo0,1,2,3 3.04.2 **Table 2 – STIX, AVS and m*AGZ**

| Race Category | 0,1,2 | 3 |
|---|---|---|
| minimum ISO 12217-2 Stability Index (STIX) | 32 | 23 |
| minimum ISO 12217-2 Angle of Vanishing Stability (AVS) | 130-0.002*m[c] | 130-0.005*m[c] |
| but AVS always >= | 100° | 95° |
| a minimum righting energy m*AGZ (where AGZ is the positive area under the righting lever curve in the minimum operating condition, expressed in kg metre degrees from upright to AVS) | 172 000 | 57 000 |

Mo0,1,2,3 [c] where "m" is the mass of the boat in the minimum operating condition as defined in ISO 12217-2.

Mo0,1,2,3 3.04.3 **Table 3 – ORC Stability Index**

| Race Category | 0 | 1 | 2 | 3 |
|---|---|---|---|---|
| minimum Stability Index in ORC Rating System, or | 120 | 115 | 110 | 103 |

3.04.4

| Race Category | 0,1,2 | 3 |
|---|---|---|
| For tables 2 and 3, Sail Canada Prescribes that if the minimum righting energy (above) is not available, the boat shall have a minimum sailing weight "m" of: | 3 000 kg | 1 500 kg |

Mo0,1,2,3 **Table 4 – IRC Safety and Stability Screening numeral (SSS)**

| Race Category | 0 | 1 | 2 | 3 |
|---|---|---|---|---|
| SSS may only be used if the **series date** is before | | | 1995 | 2000 |
| minimum IRC Safety and Stability Screening numeral (SSS) Base value | | | 28 | 15 |

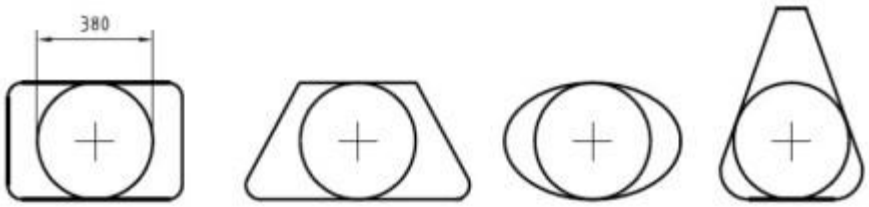
3.06 **Exits – Monohulls**

Mo0,1,2,3,4 3.06.1 If the **series date** is after 1994 and LH is 8.5 m (28') and greater, a boat shall have at least two exits. One exit shall be located forward of the foremost mast except where structural features prevent its installation.

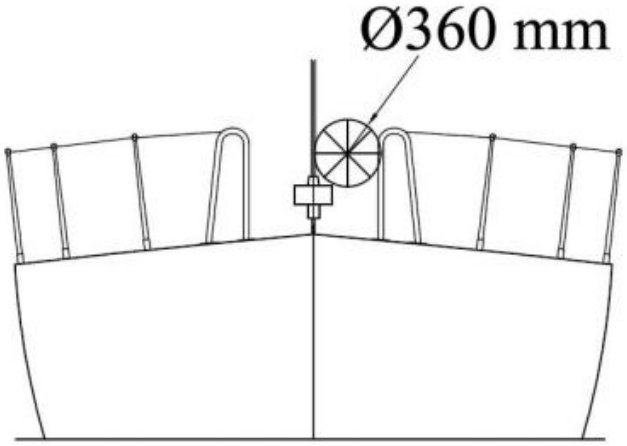
Mo0,1,2,3,4 3.06.2 If first launched after 2013, the minimum clear hatch openings shall be:

Mo0,1,2,3,4 a) a circular hatch with diameter 450 mm (18"), or

Mo0,1,2,3,4 b) any other shape with minimum dimension of 380 mm (15") and minimum area of 0.18 $m^2$ (1.9 $ft^2$) (see figure 1).

| Categories | | |
|---|---|---|
| | | A boat shall be/have: |
| Mo0,1,2,3,4 | |  |
| | | Figure 1 – Measurements of Minimum Clear Opening |
| | 3.08 | **Hatches & Companionways** |
| ** | 3.08.1 | Hatch covers forward of the maximum beam station shall not open toward the interior of the boat, except hatches in the side of a coachroof or ports having an area of less than 0.071 $m^2$ (110 $in^2$). |
| ** | 3.08.2 | A hatch, including a hatch 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 hatches on each side of centreline 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 | Hatches not conforming with OSR 3.08.1 and OSR 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 hatches: |
| ** | | 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. |
| Mo0,1,2,3,4 | 3.08.5 | If a **monohull** with cockpit(s) that is/are not contained cockpit(s) a boat shall have: |
| Mo0,1,2,3,4 | | a) a companionway sill that does not extend below the local **sheerline**, or |
| Mo0,1,2,3,4 | | b) a companionway in full compliance with ISO 11812 category A. |
| Mo0,1,2,3,4 | 3.08.6 | If a **monohull** with contained cockpit(s) where the companionway extends below the 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. |
| | 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% LWL above the **waterline** (or in IMS boats with first launch before 2003, at least 2% L above the **waterline**), and |

| Categories | | |
|---|---|---|
| | | A boat shall be/have: |
| ** | | 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 coamings of all contained cockpits shall be: |
| MoMu2,3,4 | | b) **series date** before April 1992: 9% ($L_{WL}$ 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') $L_H$: 2 x 25 mm (1") diameter or equivalent, |
| ** | | b) if 8.5 m (28') $L_H$ or greater: 4 x 20 mm (3/4") diameter or equivalent. |
| | 3.10 | **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. |
| | 3.12 | **Mast Step** |
| ** | | The heel of a keel stepped mast securely fastened 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 lifelines and pulpits as follows: |
| ** | | a) continuous lifelines fixed only at (or near) the bow and stern. However, a gate on each side of a boat is permitted. Except at its end fittings and at gates, the movement of a lifeline in a fore-and-aft direction shall not be constrained. Temporary sleeving shall not modify tension in the lifeline, |
| ** | | b) minimum heights of lifelines and pulpit rails above the perimeter of the 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"), |

| Categories | | |
|---|---|---|
| | | A boat shall be/have: |
| ** | | c) lifelines permanently supported at intervals of not more than 2.2 m (7'-2 1/2") and not passing outboard of supporting stanchions, |
| ** | | d) pulpit and stanchion bases permanently installed with pulpits and stanchions mechanically retained in their bases, |
| ** | | e) 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. If a boat's series date is after 2024 the perimeter of the deck is defined as the hull and deck intersection at an angle of not more than 15° to the horizontal in a transverse plane when the boat is upright, |
| ** | | f) stanchions straight and vertical except that: |
| ** | | i within the first 50 mm (2") from the deck, stanchions shall not be displaced horizontally from the point at which they emerge from the deck or stanchion base by more than 10 mm (3/8"), |
| ** | | ii stanchions may be angled to not more than 10° from vertical at any point above 50 mm (2") from the deck. |
| ** | | 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 ¾") for an intermediate lifeline. |
| | 3.14.3 | **Lifeline Specifications** |
| Mo0,1,2,3 | | a) lifelines of stranded stainless steel wire, |
| ** | | c) The minimum diameter is specified in table 5 below, |

| Categories | | |
|---|---|---|
| | | A boat shall be/have: |
| ** | | 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, |
| ** | | **Table 5 – Lifeline Diameter Requirements** |

| $L_H$ | Wire Min. lifeline diameter | HMPE rope (Single braid) min. lifeline diameter | HMPE Core (Braid on braid) min. lifeline outside diameter |
|---|---|---|---|
| under 8.5 m (28′) | 3 mm (1/8″) | 4 mm (5/32″) | 6 mm (1/4″) |
| 8.5 m – 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″) |

| | | |
|---|---|---|
| | **3.17** | **Toe Rail or Foot-Stop** |
| Mo0,1,2,3 | 3.17.1 | Permanently installed toe rail of minimum height 25 mm (1″), located at or no more than 100 mm (4″) inboard of the perimeter of the deck from at least forward of the mast. |
| Mo0,1,2,3 | 3.17.2 | On a boat with **series date** before 1984, an additional lifeline of between 25–50 mm (1–2″) high is permitted in lieu of a toe rail |
| | **3.18** | **Toilet** |
| MoMu0,1,2 | 3.18.1 | Permanently installed toilet. |
| | **3.19** | **Bunks** |
| MoMu1,2,3,4 | 3.19.1 | Permanently installed bunks. |
| | 3.20 | **Cooking Facilities** |
| MoMu0,1,2,3 | | Permanently installed cooking stove, capable of being operated safely at sea, with fuel shutoff control. |
| | **3.21** | **Drinking Water Tanks & Drinking Water** |
| | 3.21.1 | **Drinking Water Tanks** |
| MoMu2,3 | | c) permanently installed delivery pump and water tank(s), or reusable container(s) capable of providing drinking water for the likely duration of the passage. |
| | 3.21.3 | **Emergency Drinking Water** |
| MoMu1,2,3 | | a) at least 2 L (0.5 US Gal) per person of drinking water for emergency use in a dedicated and sealed container or container(s). |
| | 3.22 | **Hand Holds** |
| ** | | Adequate hand holds fitted below deck. |

| Categories | | A boat shall be/have: |
|---|---|---|
| | **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, |
| Mo0,1,2 | | b) two permanently installed manual bilge pumps, one operable from above, the other from below deck, |
| ** | 3.23.2 | All required permanently installed bilge pumps shall be operable with all cockpit seats, hatches and companionways shut and with permanently installed discharge pipe(s) of sufficient capacity. |
| ** | 3.23.3 | Bilge pumps shall not be connected to cockpit drains and shall not discharge into a contained cockpit. |
| ** | 3.23.4 | Bilge pumps shall be readily accessible for maintenance and for clearing out debris. |
| ** | 3.23.5 | All removable bilge pump handles retained by a lanyard. |
| | 3.24 | Compass |
| MoMu0,1,2,3 | | Marine magnetic compass capable of being used as a steering compass: |
| ** | | a) Permanently installed marine magnetic steering compass, independent of any power supply, correctly adjusted with deviation card, |
| MoMu0,1,2,3 | | b) a second compass which may be hand-held and/or electronic. |
| | 3.25 | Halyards |
| ** | 3.25.1 | A minimum of two halyards, each capable of hoisting a sail, on each mast. |
| MoMu0,1,2,3 | 3.25.2 | No halyard shall be locked, lashed, or otherwise secured to the mast in a way that requires a person to go aloft to lower a sail in a controlled manner, except for a headsail in use with a furling device. |
| | **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. |
| MoMu0,1,2,3 | 3.27.3 | Reserve lights having the same specifications as above, and that can be powered independently. |
| ** | 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, |
| MoMu0,1,2,3 | | b) an engine which provides a minimum speed in knots of (1.8 x $\sqrt{L_{WL}}$ in metres) or ($\sqrt{L_{WL}}$ in feet), |
| Mo0,1,2Mu0 | | c) inboard engine, |

| Categories | | A boat shall be/have: |
|---|---|---|
| ** | | f) an inboard combustion engine shall have a permanently installed 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 permanently 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. |
| | 3.28.3 | **Liquid Fuel Systems** |
| MoMu0,1,2,3 | | a) all fuel tanks for storage of liquid fuels shall be rigid (but may have permanently installed flexible linings) and shall have a shutoff valve, |
| MoMu0,1,2,3 | | b) at the start a boat with a combustion engine shall carry sufficient fuel to meet charging requirements for the duration of the race and to motor at the above minimum speed for at least 5 hours. |
| | 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. |
| MoMu0,1,2,3 | | c) a dedicated engine/generator starting battery when an electric starter is the only method for starting the engine and/or separate generator, |
| | 3.29 | **Communications Equipment, GNSS, Radar, AIS** |
| Mo1,2,3 Mu1,2,3,4 | 3.29.1 | A hand-held marine VHF transceiver, with minimum 5 W output power, for each grab bag, watertight or with a waterproof cover. When not in use to be stowed in the grab bag (see OSR 4.21). |
| ** | 3.29.4 | A second radio receiver, which may be the handheld VHF in OSR 3.29.1 above, capable of receiving weather bulletins. |
| MoMu0,1,2,3 | 3.29.5 | A marine radio transceiver with an emergency antenna when the regular antenna depends upon the mast.<br>Sail Canada prescribes that a boat shall have a VHF radio transceiver in accordance with 3.29.6. |
| MoMu0,1,2,3 | 3.29.6 | If the marine radio transceiver is a VHF: |
| MoMu0,1,2,3 | | a) a minimum rated output power of 25 W, |
| MoMu1,2,3 | | b) if installed after 2015 be DSC capable, |
| MoMu0,1,2 | | d) a masthead antenna not less than 38 cm (15") in length and co-axial feeder cable with not more than 40% power loss, |
| MoMu1,2,3 | | f) DSC capable VHF transceivers shall be programmed with an assigned MMSI (unique to the boat), be connected to a GNSS receiver and be capable of making distress alert calls as well as sending and receiving a DSC position report with another DSC equipped station, |

| Categories | | A boat shall be/have: |
|---|---|---|
| MoMu1,2 | | g) have an external speaker in the cockpit. |
| MoMu0,1,2,3 | 3.29.7 | An AIS Transponder which either: |
| MoMu0,1,2,3 | | a) shares the masthead VHF antenna via a low loss AIS antenna splitter, or |
| MoMu0,1,2,3 | | b) has a dedicated AIS antenna not less than 38 cm (15″) in length mounted with its base not less than 3 m (10′) above the **waterline** and co-axial feeder cable with not more than 40% power loss. |

# SECTION 4 – PORTABLE EQUIPMENT

| Categories | | A boat shall have: |
|---|---|---|
| | 4.01 | **Sail Letters & Numbers** |
| ** | 4.01.1 | Identification on sails which complies with RRS 77 and RRS Appendix G. |
| MoMu0,1,2,3 | 4.01.2 | An alternative means of displaying identification as required under RRS Appendix G for a mainsail, to be displayed when none of the numbered sails are set. |
| | 4.03 | **Soft Wood Plugs** |
| ** | | A tapered soft wood plug stowed adjacent to every through-hull opening. |
| | 4.04 | **Jackstays and Clipping Points** |
| MoMu0,1,2,3 | 4.04.1 | Permanently Installed fittings for jackstay ends and clipping points. |
| MoMu0,1,2,3 | 4.04.2 | Jackstays which shall: |
| MoMu0,1,2,3 | | a) be independent on each side of the deck, |
| MoMu0,1,2,3 | | b) enable a crewmember to move readily between the working areas on deck and the cockpit(s) with the minimum of clipping and unclipping operations, |
| MoMu0,1,2,3 | | c) have a breaking strength of 2040 kg (4500#) and be uncoated and non-sleeved stainless steel 1 x 19 wire of minimum diameter 5 mm (3/16"), webbing or HMPE rope. |
| MoMu0,1,2,3 | 4.04.3 | Clipping points which shall: |
| MoMu0,1,2,3 | | a) be adjacent to stations such as the helm, sheet winches and masts, where crewmembers work, |
| MoMu0,1,2,3 | | b) enable a crewmember to clip on before coming on deck and unclip after going below, |
| MoMu0,1,2,3 | | c) enable two-thirds of the crew to be simultaneously clipped on without depending on jackstays, |
| | 4.05 | **Fire Fighting Equipment** |
| ** | 4.05.1 | A fire blanket adjacent to every cooking device. |
| MoMu1,2,3 | 4.05.2 | 2 fire extinguishers, each with 2 kg of dry powder or equivalent, in different parts of the boat. |
| | 4.06 | **Anchors** |
| MoMu1,2,3 | 4.06.1 | 2 un-modified anchors that meet the anchor manufacturer's recommendation based on the boat's dimensions with suitable combination of chain and rope, ready for immediate assembly, and ready for deployment within 5 minutes except that for a boat less than 8.5 m (28') $L_H$ there shall be 1 anchor meeting the same criteria. |
| | 4.07 | **Flashlights and Searchlights** |
| Mo0,1,2,3 Mu0,1,2,3,4 | | Flashlights and searchlights need to be watertight (min IP67 rated), need to have spare batteries or be rechargeable, have spare bulbs or be an LED type, and need to provide at least 400 Lumens. The following need to be provided: |
| MoMu0,1,2,3 | | a) a searchlight, suitable for searching for a person overboard at night and for collision avoidance, |
| Mo0,1,2,3 Mu0,1,2,3,4 | | b) stowed in each grab bag (see OSR 4.21), a flashlight. |

| Categories | | |
|---|---|---|
| | | A boat shall have: |
| Mo0,1,2,3<br>Mu0,1,2,3,4 | | c) for boats with only two crewmembers, the searchlight detailed in 4.07 a) shall be accessible from the cockpit without having to go below deck. |
| | 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** |
| MoMu0,1,2,3 | 4.11.1 | Navigational charts (not solely electronic) and chart plotting equipment. |
| | 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** |
| MoMu0,1,2,3 | 4.13.1 | A knotmeter or distance measuring instrument (log). |
| MoMu1,2,3,4 | 4.13.2 | A depth sounder. |
| | 4.15 | **Emergency Steering** |
| MoMu0,1,2,3 | 4.15.1 | An emergency tiller capable of being fitted to the rudder stock except when: |
| MoMu0,1,2,3 | | a) the principal method of steering is by means of an unbreakable metal tiller, |
| MoMu0,1,2,3 | | b) there are two methods (e.g. tillers, wheels) of controlling a rudder, neither of which shares components with the other except for the rudder stock. |
| MoMu0,1,2,3 | 4.15.2 | A proven method of emergency steering with the rudder disabled. |
| | 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. |

| Categories | | A boat shall have: |
|---|---|---|
| | 4.19 | **EPIRBs** |
| MoMu1,2 | 4.19.2 | A water and manually activated 406 MHz EPIRB. |
| MoMu0,1,2 | 4.19.3 | A 406 MHz EPIRB registered after 2026 shall include an internal GNSS and the ability to transmit AIS. |
| MoMu0,1,2 | 4.19.4 | All EPIRBs 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. |
| | 4.20 | **Liferafts** |
| | 4.20.1 | **Liferaft Construction** |
| MoMu1,2 | | a) one or more inflatable liferafts with a total capacity to accommodate at least the total number of people on board which complies with: |
| MoMu1,2 | | i LSA Code 1997 Chapter IV or later version, |
| MoMu1,2 | | ii ISO 9650-1:2005, Type 1, Group A – Small Craft – Inflatable, |
| MoMu1,2 | | iii ISAF liferafts manufactured before 2016 until replacement is due at end of service life, or |
| MoMu1,2 | | iv ORC liferafts manufactured before 2003 until replacement is due at end of service life. |
| | 4.20.2 | **Minimum Liferaft Equipment** |
| | | Sail Canada prescribes that liferafts shall be equipped with an insulated floor. |
| MoMu0,1,2 | | a) a SOLAS liferaft shall contain as a minimum a SOLAS A pack, |
| MoMu2 | | c) an ISO 9650 liferaft shall contain as a minimum Pack 2 (less than 24 hours pack), |
| MoMu1,2 | | d) the minimum contents of the ISO liferaft equipment packs are listed below. Some items, as indicated below, may be carried within accompanying waterproof grab bag(s) which shall be in a readily accessible location: |
| MoMu1,2 | | i portable buoyant bailer easily operable by hand, |
| MoMu1,2 | | ii 2 sponges, |
| MoMu1,2 | | iii pair of buoyant paddles with handles (not mitts) tied into raft adjacent to an entrance, |
| MoMu1,2 | | iv whistle, |
| MoMu2 | | v waterproof torch with 6 h duration, and |
| MoMu2 | | vi spare waterproof torch or spare battery and bulb, |
| MoMu1,2 | | vii signalling mirror, |
| MoMu1,2 | | viii 6 anti-seasickness pills per person, * |
| MoMu1,2 | | ix seasickness bag per person, each with a simple, effective, closure system, * |
| MoMu2 | | x 3 red hand flares in accordance with LSA Code Chapter III, 3.2, |
| MoMu1,2 | | xi 2 red parachute flares in accordance with LSA Code Chapter III, 3.1 – 1 may be stowed in the grab bag, |
| MoMu1,2 | | xii kit to repair leaks in most inflatable compartments, operable in wet conditions and during violent motion, |

| Categories | | |
|---|---|---|
| | | A boat shall have: |
| MoMu1,2 | | xiii hand operable air pump, capable of and ready for immediate use to inflate most compartments – Loose parts captive to the pump, |
| MoMu1,2 | | * may be packed in grab bag instead of liferaft. |
| | 4.20.3 | **Liferaft Packing and Stowage** |
| MoMu0,1,2 | | a) Each liferaft shall be packed either in: |
| MoMu0,1,2 | | i a rigid container securely stowed on the working deck, in the cockpit or in an open space, or |
| MoMu0,1,2 | | ii a rigid container or valise securely stowed in a dedicated weather tight locker containing liferaft and abandon ship equipment only which is readily accessible and opens onto the cockpit or working deck, or transom. |
| MoMu0,1,2 | | b) On a **monohull** with moveable ballast or a **multihull**, the liferaft shall be readily deployable whether or not the boat is inverted. |
| MoMu0,1,2 | | c) The end of each liferaft painter should be securely fastened to the boat. |
| MoMu0,1,2 | | d) Each raft shall be capable of being moved to the lifelines or launched within 15 seconds. |
| MoMu1,2 | | e) In a boat with **series date** before June 2001, a liferaft may be packed in a valise not exceeding 40 kg securely stowed below deck adjacent to a companionway. |
| | 4.20.4 | **Liferaft Servicing** |
| MoMu0,1,2 | | a) A liferaft shall be serviced at a manufacturer authorized service station at the following maximum intervals: |
| MoMu0,1,2 | | i SOLAS liferafts annually, |
| MoMu0,1,2 | | ii ISO 9650 canister packed liferafts every 3 years, |
| MoMu0,1,2 | | iii ISO 9650 valise packed liferafts every 3 years except that hired liferafts shall be serviced annually, |
| MoMu0,1,2 | | iv ISAF liferafts annually, |
| MoMu0,1,2 | | v ORC liferafts annually. |
| MoMu0,1,2 | | b) Servicing certificates (original or a copy) on board. |
| | **4.21** | **Grab Bags** |
| Mo0,1,2,3 Mu0,1,2,3,4 | 4.21.1 | A grab bag shall have inherent flotation, at least 0.1 $m^2$ (1 $ft^2$) area of highly visible colour (e.g. dayglo yellow or orange) on the outside, shall be marked with the name of the boat, and shall have a lanyard and clip. If a grab bag has to accompany a specific life raft, it shall be clearly marked with the identity of its corresponding raft. |
| MoMu1,2 | 4.21.2 | A grab bag for each liferaft, readily accessible whether or not the boat is inverted. |
| | **4.22** | **Crew Overboard Identification and Recovery** |
| | 4.22.1 | **Locator Beacons** |
| MoMu0,1,2 | | a) an AIS personal crew overboard beacon for each crewmember, |
| MoMu0,1,2 | | 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 |

| Categories | | A boat shall have: |
|---|---|---|
| | | country does not provide a registration facility and the country has allowed direct registration in the IBRD. |
| | 4.22.2 | **GNSS Crew Overboard Position** |
| MoMu1,2,3 | | a) For boats with only two crewmembers, a GNSS capable of recording a crew overboard position, within 10 seconds, and monitoring that position without having to go below deck. |
| MoMu1,2 | | b) a GNSS capable of recording a crew overboard position within 10 seconds and monitoring that position. |
| | 4.22.3 | **Lifebuoys** |
| MoMu0,1,2 | | b) a lifebuoy with a self-igniting light, a whistle, and a drogue, |
| MoMu0,1,2 | | c) in addition to OSR 4.22.3 b) above, within reach of the helmsman and ready for immediate use, a second lifebuoy 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, |
| MoMu0,1,2 | | d) at least one lifebuoy shall depend entirely on permanent buoyancy (e.g. foam), |
| ** | | 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. |
| | 4.22.5 | **Recovery Sling** |
| MoMu0,1,2,3 | | A recovery sling which includes a: |
| MoMu0,1,2,3 | | a) buoyant line of length no less than the shorter of 4 times LH or 36m (120'), |
| MoMu0,1,2,3 | | b) buoyancy section (horseshoe) with no less than 90 N (20#) buoyancy, |
| MoMu0,1,2,3 | | c) minimum strength capable to hoist a crewmember aboard. |
| | 4.23 | **Pyrotechnic and Light Signals** |
| ** | | Pyrotechnic signals shall 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 orange smoke LSA III 3.3, |
| MoMu0,1,2,3 | | b) 4 red hand flares LSA III 3.2. |
| | 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 OSR 4.27: |
| MoMu1,2 | 4.26.2 | either a storm trysail or mainsail reefing to reduce the luff by at least 50% (or rotating wing mast if suitable), |
| MoMu0,1,2,3 | 4.26.5 | heavy weather jib, |
| MoMu0,1,2 | 4.26.6 | storm jib. |

| Categories | | A boat shall have: |
|---|---|---|
| | 4.27 | **Storm & Heavy Weather Sail Specifications**<br>Where required by OSR 4.26, the specifications of heavy weather sails shall follow: |

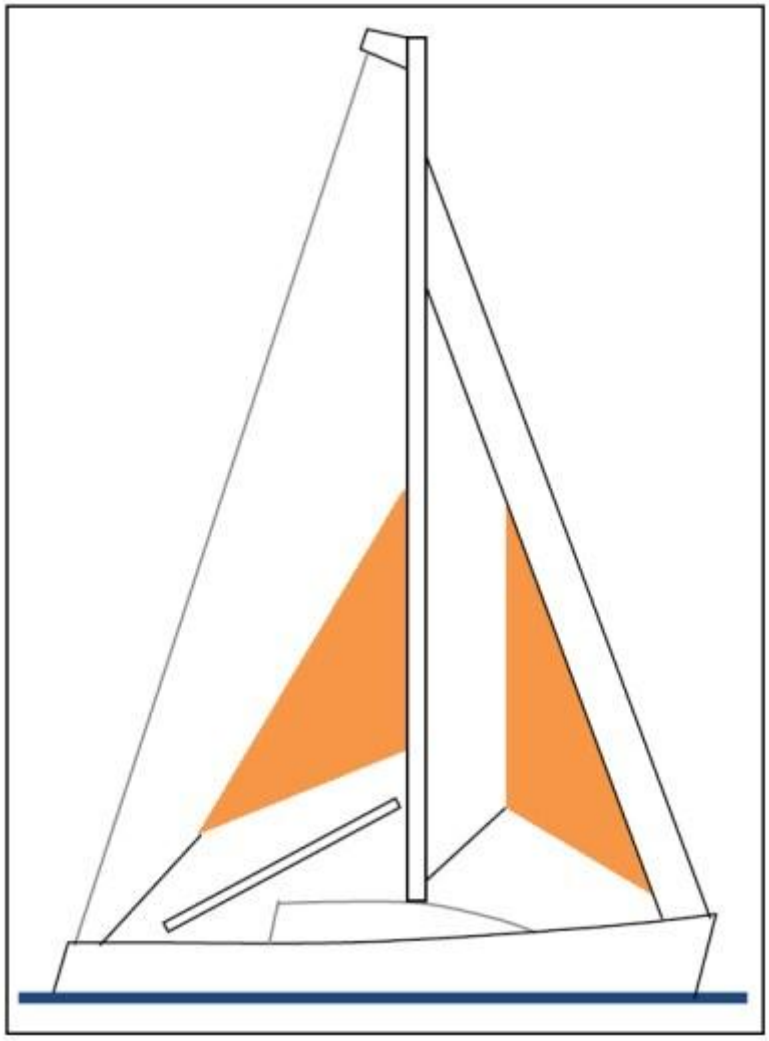


Figure 3 – Storm Sails

| | | |
|---|---|---|
| | 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 HMPE 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) A storm jib may not be set in conjunction with any other sail set forwards of the forward **mast** spar. |
| | 4.27.2 | **A Storm Trysail with:** |
| MoMu0,1,2,3 | | a) area not greater than 17.5% mainsail hoist (P) x mainsail foot length (E), |
| MoMu0,1,2,3 | | b) the storm trysail area shall be calculated as (0.5 x leech length x shortest distance between tack point and leech), |

| Categories | | |
|---|---|---|
| | | A boat shall have: |
| MoMu0,1,2,3 | | c) no headboard, |
| MoMu0,1,2,3 | | d) no battens, |
| MoMu0,1,2,3 | | e) sail number and letters on both sides, as large as practicable, |
| MoMu1,2,3 | | f) in the case of a boat with an in-mast furling mainsail, the storm trysail shall be capable of being set while the mainsail is furled, and |
| MoMu0,1,2,3 | | g) designed to provide propulsion and steerage in Beaufort scale 8 and on all points of sail. |
| | 4.27.3 | **A Heavy Weather Jib (or Heavy Weather Sail in a Boat with no Forestay) with:** |
| ** | | a) area, in unreefed condition, not greater than 13.5% height of the **foretriangle** squared, |
| ** | | b) heavy weather jib area shall be calculated as: (0.255 x luff length x (luff perpendicular + 2 x half width)), |
| ** | | c) readily available method, independent of a luff groove, to attach to the stay, and |
| ** | | d) designed to provide propulsion and steerage in Beaufort scale 6 and on all points of sail. |
| | 4.27.4 | **A Storm Jib with:** |
| MoMu0,1,2 | | a) area not greater than 5% (height of the **foretriangle**) squared, |
| MoMu0,1,2 | | b) luff length not greater than 65% of height of the **foretriangle**, |
| MoMu0,1,2 | | c) storm jib area shall be calculated as: (0.255 x luff length x (luff perpendicular + 2 x half width)). |
| MoMu0,1,2 | | d) permanently attached method, independent of a luff groove, to attach to the stay, |
| MoMu0,1,2 | | e) no battens, and |
| MoMu0,1,2 | | f) designed to provide propulsion and steerage in Beaufort scale 8 and on all points of sail. |
| | 4.30 | **Emergency Pumps** |
| Mo0,1,2 | | either fixed or portable pump to remove ingress water from any compartment. This pump shall: |
| Mo0,1,2 | | a) have a minimum rated capacity of 200 l/min (3200 US gph), |
| Mo0,1,2 | | b) be operated by battery, main engine powered or a separate engine, |
| Mo0,1,2 | | c) if portable electric-powered, power cables shall be terminated with alligator clips or other secure connection method, and |
| Mo0,1,2 | | d) have sufficient hose to discharge directly overboard or into the cockpit. |
| Mo0,1,2 | | A combination of permanently installed and portable pumps may be combined to meet the above requirement. |

# SECTION 5 – PERSONAL EQUIPMENT

| Categories | | |
|---|---|---|
| | | Each crewmember shall have: |
| | 5.01 | **Lifejacket** |
| ** | | Sail Canada prescribes: |
| ** | | a gas inflatable lifejacket manufactured after 2011, with at least 150N buoyancy, compliant with either UL1180 or UL1180C, and which shall be fitted with items a) through e) below, each equivalent to or complying with ISO 12402-3 or ISO 12402-8: |
| ** | | or |
| ** | 5.01.1 | A gas inflatable lifejacket which shall comply with ISO 12402-3 (Level 150) and have been manufactured after 2011. It shall be fitted with the following, each complying with ISO 12402-3 or ISO 12402-8: |
| ** | | Sail Canada note – ISO 12402 is not currently approved by Transport Canada. |
| ** | | a) a manual or automatic gas inflation system, |
| ** | | Sail Canada prescribes: |
| ** | | • a whistle secured by a cord or line |
| ** | | • retro-reflective material |
| ** | | b) a ride up prevention system (crotch strap or thigh straps), |
| MoMu0,1,2,3 | | c) an emergency position indicating light, |
| MoMu0,1,2,3 | | d) a sprayhood, |
| MoMu0,1,2,3 | | e) a deck safety harness (attachment), |
| MoMu0,1,2,3 | | Sail Canada prescribes: |
| MoMu0,1,2,3 | | • that is integrated with the lifejacket and complies with OSR 5.02 |
| MoMu1,2 | | It shall also: |
| ** | | g) be of the appropriate size range for the crewmember as marked on the PFD, and |
| ** | | h) have been indelibly marked with the name of the owner or boat. |
| MoMu0,1,2,3 | 5.01.2 | A boat shall carry at least one gas inflatable lifejacket spare cylinder and, if appropriate, spare activation head for each type of lifejacket on board. |
| MoMu0,1,2 | 5.01.3 | A boat shall carry at least one spare lifejacket as required but a spare personal location device is not required. |
| ** | 5.01.4 | The *person in charge* shall personally check that each lifejacket has been serviced in accordance with the manufacturer's recommendation by an approved service station and that the next service date as marked on the lifejacket has not been exceeded. |
| ** | | Sail Canada prescribes that where the manufacturer permits the lifejacket owner/user to perform the recommended service, the owner/user is considered to be an approved service station. |
| | 5.02 | **Deck Safety Harness and Tethers** |
| MoMu0,1,2,3 | 5.02.1 | A harness that complies with ISO 12401 or equivalent. |
| MoMu0,1,2,3 | 5.02.2 | A tether that shall: |
| MoMu0,1,2,3 | | a) comply with ISO 12401 or equivalent, |
| MoMu0,1,2,3 | | b) not exceed 2 m (6'-6") including the length of the hook(s), |

| | | |
|---|---|---|
| Categories | | Each crewmember shall have: |
| MoMu0,1,2,3 | | c) have self-closing hook(s), |
| MoMu0,1,2,3 | | d) have overload indicator flag embedded in the stitching, and |
| MoMu0,1,2,3 | | e) be manufactured after 2000. |
| MoMu0,1,2,3 | 5.02.3 | either: |
| MoMu0,1,2,3 | | a) a tether not exceeding 1 m (3'-3") including the length of the hook(s), or |
| MoMu0,1,2,3 | | b) an intermediate self-closing hook on a 2 m (6'-6") tether. |
| MoMu0,1,2,3 | 5.02.5 | A tether which has been overloaded shall be replaced. |

# SECTION 6 – TRAINING

| | | |
|---|---|---|
| Categories | **6.01** | **Training** |
| MoMu1,2 | 6.01.2 | At least 30% but not fewer than two crewmembers, including the *person in charge* shall have undertaken training within the five years before the start of the race in OSR 6.02 Training Topics. |
| MoMu0,1,2 | 6.01.4 | Except as otherwise provided in the Notice of Race, an in-date certificate gained at a World Sailing approved Offshore Personal Survival Training course shall be accepted by an event Organising Authority as evidence of compliance with OSR 6.01. See Appendix G – Model Training Course, for further details. |
| MoMu0,1,2,3 | 6.01.5 | A refresher course may be taken to renew a certificate if the refresher course is completed within 2 years of the expiration of the individual's most recent Offshore Personal Survival Course certificate. |
| | **6.02** | **Training Topics** |
| MoMu0,1,2,3 | 6.02.1 | Giving Assistance to Other Craft |
| MoMu0,1,2,3 | 6.02.2 | Personal Safety Gear, theory and practice |
| MoMu0,1,2,3 | 6.02.3 | Care and Maintenance of Safety Gear |
| MoMu0,1,2,3 | 6.02.4 | Fire Precautions and Firefighting, theory and practical |
| MoMu0,1,2,3 | 6.02.5 | Crew Overboard Prevention and Recovery |
| MoMu0,1,2,3 | 6.02.6 | Hypothermia, Cold Shock and Drowning |
| MoMu0,1,2,3 | 6.02.7 | Crew Health |
| MoMu0,1,2,3 | 6.02.8 | Marine Weather |
| MoMu0,1,2,3 | 6.02.9 | Heavy Weather |
| MoMu0,1,2,3 | 6.02.10 | Storm Sails |
| MoMu0,1,2,3 | 6.02.11 | Damage Control |
| MoMu0,1,2,3 | 6.02.12 | Search and Rescue Organisation |
| MoMu0,1,2,3 | 6.02.13 | Pyrotechnics and Signalling Gear, theory and practical |
| MoMu0,1,2,3 | 6.02.14 | Emergency Communications, theory and practical |
| MoMu0,1,2,3 | 6.02.15 | Liferafts and Abandon Ship, theory and practical |
| | 6.04 | **Routine Training Onboard** |
| ** | | At least annually the crews shall practice the drills for: |
| ** | | a) crew-overboard recovery, and |
| ** | | b) abandonment of vessel. |
| | **6.05** | **Medical Training** |
| MoMu2 | 6.05.2 | At least one crewmember shall be familiar with first aid procedures, hypothermia, drowning, cardio-pulmonary resuscitation and relevant communications systems, and in addition, one other crewmember shall have a valid first aid certificate completed within the last five years meeting: |
| MoMu0,1,2 | | a) A certificate listed on the World Sailing website (https://www.sailing.org) of MNA recognised courses, or |
| MoMu0,1,2 | | b) STCW First Aid Training complying with A-VI/1-3 - Elementary First Aid or higher STCW level. |

# APPENDIX F – Inspection Card

For Monohull Category 2

JANUARY 2026 – DECEMBER 2027

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## 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_____

Note: PURPLE text indicates additional requirements to category 3

**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** | | |
| 3.02.2 | Keel and rudder inspection certificate | _____ | ☐ |
| 3.03 | Certificate that boat meets accepted construction standards | _____ | ☐ |
| 3.04.1 | Proof that boat meets ISO 12217-2 category A or equivalent stability | _____ | ☐ |
| 4.11.1 | Charts (not solely electronic), plotting equipment | _____ | ☐ |
| 4.19.4 | Proof of EPIRB registration with rescue authority | _____ | ☐ |
| 4.20.4 | Servicing certificate for each liferaft | _____ | ☐ |
| 6.01.2 | WS approved survival training certificate for 30% of the crew (minimum 2) | _____ | ☐ |

| | | | |
|---|---|---|---|
| 6.04 | Proof that crew-overboard recovery has been practiced within past year | _____ | ☐ |
| 6.04 | Proof that abandonment of vessel has been practiced within past year | _____ | ☐ |
| 6.05.2 | Elementary 1st Aid, or equivalent, certificate for 1 crew + familiarity for 2nd | _____ | ☐ |
| | **Lay out on Bunk(s)** | | |
| 3.29.4 | 2nd radio capable of receiving weather, could be the handheld VHF | _____ | ☐ |
| 3.29.5 | Emergency antenna for each type of installed radio transceiver | _____ | ☐ |
| 4.08 | First Aid Manual and First Aid Kit | _____ | ☐ |
| 4.09 | Foghorn | _____ | ☐ |
| 4.16.1 | Tools, spare parts, method to disconnect/sever standing rigging | _____ | ☐ |
| 4.22.1 | AIS personal crew overboard beacon for each crewmember | _____ | ☐ |
| 4.22.1 | Every (optional) PLB on board registered with rescue authority | _____ | ☐ |
| 4.23 | Flares, 4 red hand-held and 2 orange smoke, LSA III | _____ | ☐ |
| 5.01 | Lifejacket c/w lights, whistle etc., 1 for each crew, marked with name | _____ | ☐ |
| 5.01.2 | Spare cylinder and activation head for each type on board | _____ | ☐ |
| 5.01.3 | Spare lifejacket | _____ | ☐ |
| 5.01.4 | Each lifejacket inspection does not exceed service date | _____ | ☐ |
| 5.02.1 | Deck safety harness for each crewmember | _____ | ☐ |
| 5.02.2 | 2 m (6'-6") tether, with coloured overload flag, for each crewmember | _____ | ☐ |
| 5.02.3 | Mid-tether hook on 2 m tether, or 1 m (3'-3") tether for each crewmember | _____ | ☐ |
| | **Grab Bag** | | |
| 3.29.1 | Watertight handheld VHF radio transceiver stowed in each grab bag | _____ | ☐ |
| 4.07 | Watertight (IP67) flashlight with spare batteries and bulbs | _____ | ☐ |
| 4.21.1 | Grab bag for each raft, with inherent flotation and 0.1 $m^2$ (1 $ft^2$) bright colour | _____ | ☐ |
| | **Below Deck Inspection** | | |
| 3.06 | 2 exits, at least 1 forward of the foremost mast | _____ | ☐ |
| 3.08.3 | Portlights that open inward labelled "NOT TO BE OPENED AT SEA" | _____ | ☐ |
| 3.10 | Sea cocks or valves on through-hull openings below waterline | _____ | ☐ |
| 3.12 | Heel of keel-stepped mast is securely fastened to structure | _____ | ☐ |
| 3.18.1 | Toilet, permanently installed | _____ | ☐ |

| | | | |
|---|---|---|---|
| 3.19.1 | Bunks, permanently installed | _____ | ☐ |
| 3.20 | Cooking stove, permanently installed, with fuel shut-off | _____ | ☐ |
| 3.21.1 | Sufficient drinking water (in water tank or reusable containers) | _____ | ☐ |
| 3.21.3 | Emergency drinking water 2 L (0.5 US Gal) per person | _____ | ☐ |
| 3.22 | Hand holds below deck | _____ | ☐ |
| 3.27.4 | Spare bulbs for navigation lights (not required for LED) | _____ | ☐ |
| 3.28.4 | Batteries are of sealed type | _____ | ☐ |
| 3.28.4 | Separate engine starting battery or hand-starting device | _____ | ☐ |
| 3.29.6 | 25W DSC enabled VHF w/ masthead antenna & programmed MMSI | _____ | ☐ |
| 3.29.7 | AIS Transponder w/ shared masthead or raised dedicated antenna | _____ | ☐ |
| 4.03 | Tapered soft wood plug at each through-hull opening | _____ | ☐ |
| 4.05.1 | Fire blanket adjacent to every cooking device | _____ | ☐ |
| 4.05.2 | 2 fire extinguishers, 2 kg each in different parts of the boat | _____ | ☐ |
| 4.12 | Safety equipment location chart | _____ | ☐ |
| | **At Helm or Ready for Immediate Deployment** | | |
| 4.19.2 | 406 MHz EPIRB, with internal GNSS & AIS | _____ | ☐ |
| 4.22.2 | For double handed, GNSS to track crew overboard from on deck | _____ | ☐ |
| 4.22.2 | GNSS with crew overboard locating feature (MOB button) | _____ | ☐ |
| 4.22.3 | Lifebuoy with self-igniting light, whistle and drogue | _____ | ☐ |
| 4.22.3 | 2nd lifebuoy with self-igniting light, whistle, drogue and, pole and flag | _____ | ☐ |
| 4.22.4 | Heaving line, pref. 'Throwing sock' type, 6mm (1/4") 15–25m (50–75') | _____ | ☐ |
| 4.22.5 | Recovery Sling (Lifesling® or equivalent) | _____ | ☐ |
| 4.25 | Strong, sharp knife, sheathed and securely restrained | _____ | ☐ |
| | **On Deck, Where Stowed or Ready for Deployment** | | |
| 3.08.4 | Hatch blocking devices (panels) attached and can be secured in place | _____ | ☐ |
| 4.06.1 | 2 suitably sized anchors and rode ready for immediate use | _____ | ☐ |
| 4.07 | Watertight (IP67) searchlight to find person overboard or collision avoidance | _____ | ☐ |
| 4.20.1 | Liferaft(s) capable of carrying the whole crew | _____ | ☐ |
| 4.20.2 | Liferaft SOLAS Pack A or ISO Pack 2 (less than 24 hours) | _____ | ☐ |

| | | | |
|---|---|---|---|
| 4.20.3 | Liferaft(s) stowed in rigid container, or valise in dedicated locker | _____ | ☐ |
| | **Rigged/Fitted to Demonstrate Use** | | |
| 3.27.1 | Navigation lights, above sheerline and not obscured when sailing | _____ | ☐ |
| 3.27.3 | Reserve navigation lights, can be powered separately | _____ | ☐ |
| 4.01.2 | Alternate method for displaying sail letters and numbers | _____ | ☐ |
| 4.04.2 | Jack stays are independent on each side of the deck | _____ | ☐ |
| 4.04.2 | Jack stays to permit crew to move between workstations while clipped | _____ | ☐ |
| 4.04.3 | Clipping points at workstations so that 2/3 can clip on without jack stays | _____ | ☐ |
| 4.10.1 | Radar reflector, 30 cm (12″) dia. octahedral or minimum RCS of 2 $m^2$ | _____ | ☐ |
| 4.15.1 | Emergency tiller | _____ | ☐ |
| 4.15.2 | Proven method of emergency steering with the rudder disabled | _____ | ☐ |
| 4.26.2 | Either a storm trysail or reefing to reduce mainsail luff by 50% | _____ | ☐ |
| 4.26.5 | Heavy weather jib, attachable independent of luff groove | _____ | ☐ |
| 4.26.6 | Storm jib, attachable independent of luff groove (permanent) | _____ | ☐ |
| 4.27.1 | Sheeting positions for each heavy/storm sail | _____ | ☐ |
| | **General** | | |
| 2.04 | All equipment is readily available, adequately sized, in date and functions | _____ | ☐ |
| 2.04.2 | Heavy items are permanently installed or securely fastened | _____ | ☐ |
| 3.02 | Boat is strongly built, seaworthy and watertight | _____ | ☐ |
| 3.08.1 | Forward hatches open outward only | _____ | ☐ |
| 3.08.2 | Hatches are attached, above water at 90° heel & operable if capsized | _____ | ☐ |
| 3.08.5 | Companionway sill is above local sheerline, or acceptable alternative | _____ | ☐ |
| 3.09.1 | Cockpit is strong, watertight and meets OSR size and drainage | _____ | ☐ |
| 3.14 | Double lifelines & pulpits, surround entire deck, 600 mm (24″) high | _____ | ☐ |
| 3.14.3 | Lifeline materials and diameters meet OSR | _____ | ☐ |
| 3.17.1 | 25 mm (1″) toe rail around foredeck | _____ | ☐ |
| 3.23.1 | 2 strong buckets, each with lanyard and 9 L (2.4 US Gal) capacity | _____ | ☐ |
| 3.23.1 | Permanently installed manual bilge pumps, 1 operable above, 1 below deck | _____ | ☐ |
| 3.23.2 | Permanently installed manual bilge pump operable with all hatches closed | _____ | ☐ |

| | | | |
|---|---|---|---|
| 3.24 | Magnetic compass, unpowered, with deviation chart | _____ | ☐ |
| 3.24 | 2nd magnetic compass, may be hand-held and/or electronic | _____ | ☐ |
| 3.25 | 2 halyards per mast, each capable of hoisting a sail | _____ | ☐ |
| 3.28.1 | Propulsion engine provides minimum speed of 3/4 hull speed | _____ | ☐ |
| 3.28.1 | Inboard propulsion engine | _____ | ☐ |
| 3.28.3 | Fuel or battery capacity to motor at 3/4 hull speed for 5 hours+ house needs | _____ | ☐ |
| 3.29.6 | External VHF speaker in cockpit | _____ | ☐ |
| 4.01.1 | Sail letters and numbers meeting RRS 77 & RRS G | _____ | ☐ |
| 4.13.1 | Knotmeter or log | _____ | ☐ |
| 4.13.2 | Depth sounder | _____ | ☐ |
| 4.17 | Boat's name on buoyant equipment | _____ | ☐ |
| 4.18 | Marine grade retro-reflective material on buoyant equipment | _____ | ☐ |
| 4.30 | Emergency pump, electric or engine powered, 200 L/min (3200 US gph) | _____ | ☐ |