Offshore Special Regulations

Extract for **Multihull Category 4**

JANUARY 2026 – DECEMBER 2027

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Sail Canada Version 1 – 6 January 2026

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:

INTRODUCTION

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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APPENDIX K – Drogues and Sea Anchors

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

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.
	2.01.5	**Category 4**
MoMu4		Short races, close to shore in relatively warm or protected waters normally held in daylight.
	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.

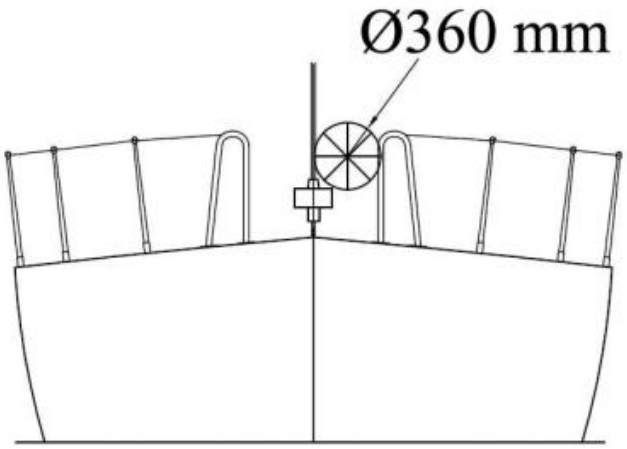
SECTION 3 – STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

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**.
	3.05	**Stability and Flotation – Multihulls**
Mu0,1,2,3,4	3.05.1	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 OSR 3.13.2).
Mu0,1,2,3,4	3.05.2	If first launched after 1998, a boat shall have transverse watertight bulkheads at intervals of not more than 4 m (13'-3") in every hull without accommodations.
Mu0,1,2,3,4	3.05.3	Designed and built to resist capsize.
	3.07	**Exits, Escape Hatches, Underside Clipping Points and Handholds – Multihulls**
	3.07.1	**Exits**
Mu4		b) If 8 m (26'-3") L_H and greater, at least two exits in each hull which contains 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 first launched 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 hatch 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 hatch shall have been opened both from inside and outside within 6 months prior to the race.

Categories		A boat shall be/have:
	3.07.3	**Escape Hatches – Catamarans**
Mu0,1,2,3,4		If first launched after 2002, each escape hatch to be on the side nearest the vessel's central axis.
	3.07.4	**Escape Hatches – Trimarans**
Mu0,1,2,3,4		a) If first launched after 2002 with L_H 12 m (39'-4") and greater, at least two escape hatches in compliance with the dimensions in OSR 3.07.2 a) ii,
	3.07.5	**Underside Clipping Points and Handholds**
Mu0,1,2,3,4		On the underside, appropriate handholds and clipping points of sufficient capacity to enable all crewmembers to hold on and/or clip 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 L_H less than 12 m (39'-4") it shall have escape hatches 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 hatch 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 hatch, ready for immediate use, adjacent to the cutting site. Each tool shall be secured to the vessel by a lanyard.
	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,
**	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.
Mu0,1,2,3,4	3.08.7	If a **multihull** with a companionway hatch extending below the local **sheerline** a boat shall either:

Categories		
		A boat shall be/have:
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(s) in place, or
Mu4		c) be in compliance with ISO 11812 to design category B.
	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% L_{WL} 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 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.
	3.13	Watertight Bulkheads
Mo0Mu**	3.13.1	Either a watertight "crash" bulkhead within 15% of L_H from the bow and abaft the forward end of L_{WL}, or permanently installed closed-cell foam buoyancy effectively filling the forward 30% L_H of the hull.

Categories		A boat 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	**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″),
MoMu3,4		iv a boat less than 8.5 m (28′) L_H may use a single lifeline system with a height between 450 mm (18″) and 560 mm (22″).
**		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″),

Categories		
		A boat shall be/have:
**		
		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.
	3.14.2	Special Requirements for Pulpits, Stanchions, Lifelines on Multihulls
Mu**		When on a boat it is impractical to precisely follow OSR regarding pulpits, stanchions, lifelines, the regulations for monohulls shall be followed as closely as possible.
	3.14.3	Lifeline Specifications
Mo4Mu**		b) lifelines of either:
Mo4Mu**		i stranded stainless steel wire, or
Mo4Mu**		ii HMPE,
**		c) The minimum diameter is specified in table 5 below,
**		d) Stainless steel lifelines shall be uncoated and used without close-fitting sleeving, however, temporary sleeving may be fitted provided it is regularly removed for inspection,
**		e) A lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm (4"). This lanyard shall be replaced annually,
**		f) All components of the lifeline enclosure system shall have a breaking strength no less than the lifeline,
Mo4Mu**		g) When HMPE is used, it shall be protected from chafe and spliced in accordance with the manufacturer's recommended procedures.

Categories

A boat shall be/have:

**

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″)

3.15 Multihull Nets or Trampolines

3.15.1 General

Mu0,1,2,3,4 The words "net" and "trampoline" are interchangeable. A net shall be:

Mu0,1,2,3,4 a) essentially horizontal,

Mu0,1,2,3,4 b) made from durable woven webbing, water permeable fabric, or mesh with openings not larger than 5 cm (2″) in any dimension. Attachment points shall be planned to avoid chafe. The junction between a net and a boat shall present no risk of foot trapping,

Mu0,1,2,3,4 c) solidly fixed at regular intervals on transverse and longitudinal support lines and shall be fine stitched to a bolt rope, and

Mu0,1,2,3,4 d) able to carry the full weight of the crew either in normal working conditions at sea or in case of capsize when the boat is inverted.

3.15.2 Trimarans with Double Crossbeams

Mu0,1,2,3,4 A trimaran with double crossbeams shall have nets on each side covering:

Mu0,1,2,3,4 a) the area formed by the crossbeams, central hull and outriggers,

Mu0,1,2,3,4 b) the triangles formed by the aft end of the central pulpit, the mid-point of each forward crossbeam, and the intersection of the crossbeam and the central hull,

Mu0,1,2,3,4 c) the triangles formed by the aftermost part of the cockpit or steering position (whichever is furthest aft), the mid-point of each after crossbeam, and the intersection of the crossbeam and the central hull, except that:

Mu0,1,2,3,4 d) OSR 3.15.2(c) is not a requirement when cockpit coamings and/or lifelines are present which comply with the minimum height requirements in OSR 3.14.

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).

Categories		A boat shall be/have:
	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.
	3.18	**Toilet**
MoMu3,4	3.18.2	Permanently installed toilet or fitted bucket.
	3.19	**Bunks**
MoMu1,2,3,4	3.19.1	Permanently installed bunks.
	3.22	**Hand Holds**
**		Adequate hand holds fitted below deck.
	3.23	**Bilge Pumps and Buckets**
**	3.23.1	a) two strong buckets, each with a lanyard and of at least 9 L (2.4 US Gal) capacity,
Mu0,1,2,3,4		e) provision to pump out all watertight compartments (except those filled with impermeable buoyancy).
**	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**
**		a) Permanently installed marine magnetic steering compass, independent of any power supply, correctly adjusted with deviation card,
	3.25	**Halyards**
**	3.25.1	A minimum of two halyards, each capable of hoisting a sail, on each mast.
	3.27	**Navigation Lights**
**	3.27.1	That conform to the International Regulations for Preventing Collisions at Sea (Part C and Technical Annex I) and shall be exhibited as required by those regulations.
**	3.27.2	Mounted above **sheerline** and so that they will not be masked by sails or the heeling of the boat.
**	3.27.4	Spare bulbs (not required for LED).
	3.28	**Engines, Generators, Fuel**
	3.28.1	**Propulsion Engines**
**		a) engines and associated systems installed in accordance with their manufacturers' guidelines and suitable for the size and intended use of the boat,

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.
	3.28.4	**Battery Systems**
**		a) batteries installed after 2011 shall be of the sealed type from which liquid electrolyte cannot escape,
**		b) at the start a boat with an electric engine shall carry sufficient capacity to meet electrical requirements for the duration of the race and to motor at the above minimum speed for at least 5 hours.
	3.29	**Communications Equipment, 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.

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.
	4.02	**Search and Rescue Visibility**
Mo0,1Mu0,1,2,3,4	4.02.3	From 2027 (for Mo0,1) a 1 m^2 (11 ft^2) area of highly visible pink, orange or yellow showing when the boat is inverted.
	4.03	**Soft Wood Plugs**
**		A tapered soft wood plug stowed adjacent to every through-hull opening.
	4.05	**Fire Fighting Equipment**
**	4.05.1	A fire blanket adjacent to every cooking device.
MoMu4	4.05.3	2 fire extinguishers in different parts of the boat.
	4.06	**Anchors**
MoMu4	4.06.2	1 un-modified anchor that meets the anchor manufacturer's recommendation based on the boat's dimensions with suitable combination of chain and rope, ready for immediate assembly, and ready for deployment within 5 minutes.
	4.07	**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:
Mo0,1,2,3 Mu0,1,2,3,4		b) stowed in each grab bag (see OSR 4.21), a flashlight.
Mo0,1,2,3 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**
MoMu4	4.11.2	Navigational charts and chart plotting equipment. If electronic-only, an independent alternative shall be on board.

Categories		A boat shall have:
	4.12	**Safety Equipment Location Chart**
**		A safety equipment location diagram in durable waterproof material, clearly displayed in the main accommodation, marked with the location of principal items of safety equipment.
	4.13	**Depth, Speed and Distance Instruments**
MoMu1,2,3,4	4.13.2	A depth sounder.
	4.16	**Tools and Spare Parts**
**	4.16.1	Tools and spare parts, suitable for the duration and nature of the passage.
**	4.16.2	An effective means to quickly disconnect or sever the standing rigging from the boat.
	4.17	**Boat's Name**
**		The boat's name on miscellaneous buoyant equipment, such as lifejackets, cushions, lifebuoys, recovery slings, grab bags, etc.
	4.18	**Retro-Reflective Material**
**		Marine grade retro-reflective material on lifebuoys, recovery slings, liferafts and lifejackets.
	4.21	**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.
Mu3,4	4.21.4	The following shall be either stowed with a liferaft, or in a watertight compartment or a grab bag. The container shall be readily accessible whether or not the boat is inverted:
Mo3Mu3,4		a) 3 hand flares,
Mo3Mu3,4		b) watertight strobe light with spare batteries (may be part of the flashlight),
Mo3Mu3,4		c) knife, and
Mo3Mu3,4		d) whistle.
	4.22	**Crew Overboard Identification and Recovery**
MoMu3,4	4.22.3	a) a lifebuoy with a self-igniting light, a whistle, and a drogue within reach of the helmsman and ready for immediate use,
**		e) each inflatable lifebuoy and any automatic device shall be tested and serviced at intervals in accordance with its manufacturer's instructions.
	4.22.4	**Heaving Line**
**		A heaving line, no less than 6 mm (1/4") diameter, 15–25 m (50–75') long, readily accessible to cockpit.
	4.23	**Pyrotechnic and Light Signals**
**		Pyrotechnic signals shall be provided conforming to 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,

Categories		A boat shall have:
	4.25	**Cockpit Knife**
**		A strong, sharp knife, in a securely restrained sheath shall be readily accessible from the deck or a cockpit.
	4.26	**Storm & Heavy Weather Sail Inventory**
**		the following storm & heavy weather sails as specified in OSR 4.27:
MoMu4	4.26.4	either mainsail reefing to reduce the luff by 12.5% or a heavy weather jib (or rotating wing mast if suitable or heavy-weather sail in a boat with no forestay).
	4.27	**Storm & Heavy Weather Sail Specifications**
		Where required by OSR 4.26, the specifications of heavy weather sails shall follow:
	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.
	4.27.3	**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.

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),
**		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.
**	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.

SECTION 6 – TRAINING

Categories	6.01	**Training**
	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**
MoMu3,4	6.05.3	At least two crewmembers shall be familiar with First Aid procedures, hypothermia, drowning, cardio-pulmonary resuscitation, and relevant communications systems.

APPENDIX F – Inspection Card

For Multihull Category 4

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_____

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

		Inspector only↴ *Person in Charge* initials here↴	
	Lay out on Chart Table or Other Surface		
4.11.2	Charts, plotting equipment. Alternative if all electronic	_____	☐
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	_____	☐
6.05.3	2 crewmembers familiar with 1st Aid, CPR & communication systems	_____	☐
	Lay out on Bunk(s)		
3.29.4	2nd radio capable of receiving weather, could be the handheld VHF	_____	☐
4.08	First Aid Manual and First Aid Kit	_____	☐
4.09	Foghorn	_____	☐

4.16.1	Tools, spare parts, method to disconnect/sever standing rigging	_____	☐
4.23	Flares, 2 orange smoke, LSA III	_____	☐
5.01	Lifejacket c/w lights, whistle etc., 1 for each crew, marked with name	_____	☐
5.01.4	Each lifejacket inspection does not exceed service date	_____	☐
	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	_____	☐
4.21.4	3 hand flares	_____	☐
4.21.4	Watertight strobe light	_____	☐
4.21.4	Knife	_____	☐
4.21.4	Whistle	_____	☐
	Below Deck Inspection		
3.07.1	2 exits in each hull which contains accommodations	_____	☐
3.07.2	Escape hatch in each hull which contains accommodations	_____	☐
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	_____	☐
3.13.1	Crash bulkhead or permanently installed foam buoyancy	_____	☐
3.18.2	Toilet, permanently installed, or fitted bucket	_____	☐
3.19.1	Bunks, permanently installed	_____	☐
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	_____	☐
4.03	Tapered soft wood plug at each through-hull opening	_____	☐
4.05.1	Fire blanket adjacent to every cooking device	_____	☐
4.05.3	2 fire extinguishers in different parts of the boat	_____	☐
4.12	Safety equipment location chart	_____	☐
	At Helm or Ready for Immediate Deployment		

4.22.3	Lifebuoy with self-igniting light, whistle and drogue	_____	☐
4.22.4	Heaving line, pref. 'Throwing sock' type, 6mm (1/4") 15–25m (50–75')	_____	☐
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	_____	☐
4.06.2	Anchor, readily accessible	_____	☐
4.07	Watertight (IP67) searchlight to find person overboard or collision avoidance	_____	☐
	Rigged/Fitted to Demonstrate Use		
3.27.1	Navigation lights, above sheerline and not obscured when sailing	_____	☐
4.10.1	Radar reflector, 30 cm (12") dia. octahedral or minimum RCS of 2 m^2	_____	☐
4.26.4	Reefing to reduce mainsail luff by 12.5% or a heavy weather jib	_____	☐
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	_____	☐
3.05.1	Transverse watertight bulkheads 4 m (13'-3") in non-accommodation hulls	_____	☐
3.07.5	Handholds and clipping points on underside of boat	_____	☐
3.08.1	Forward hatches open outward only	_____	☐
3.08.2	Hatches are attached, above water at 90° heel & operable if capsized	_____	☐
3.08.7	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	_____	☐
3.15	Nets (trampolines) meet OSR	_____	☐
3.23.1	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)	_____	☐
3.23.2	Permanently installed manual bilge pump operable with all hatches closed	_____	☐
3.24	Magnetic compass, unpowered, with deviation chart	_____	☐

3.25	2 halyards per mast, each capable of hoisting a sail	_____	☐
4.01.1	Sail letters and numbers meeting RRS 77 & RRS G	_____	☐
4.02.3	1 m^2 fluorescent pink, orange or yellow on underside	_____	☐
4.13.2	Depth sounder	_____	☐
4.17	Boat's name on buoyant equipment	_____	☐
4.18	Marine grade retro-reflective material on buoyant equipment	_____	☐