



# OFFSHORE SPECIAL REGULATIONS



## Extracts for Category 3 Multihulls

including  
Sail Canada  
prescriptions

### 2014-2015

Version – June 21, 2015

**Lake Ontario**  
**Offshore Racing**  
**Special Regulations**  
**Certificate**

- Please note that this document outlines safety requirements applicable to Lake Ontario Offshore Racing events based on ISAF Offshore Special Regulations and includes Sail Canada and Lake Ontario Offshore Racing prescriptions.
- The owner and the person in charge maintain the complete and unlimited responsibility to have the boat comply with all of the requirements set out in the Lake Ontario Offshore Special Regulations at the start of the race.
- This document only addresses items over and above government requirements; we encourage owners to arrange for a separate courtesy inspection by their local safe boating authority to ensure minimum government requirements are met.
- A completed and signed copy of this card should be given to the race committee prior to the skippers meeting.

<b>Yacht Name</b>	
<b>Sail Number</b>	
<b>Yacht Club</b>	
<b>Number of Crew</b>	

**IMPORTANT** A sailboat may be inspected at any time during the period from the Mandatory Participants' Meeting until three hours after her finish. The Race Committee may, at the finish of the race, direct a sailboat to proceed directly to a designated location at Port Credit Yacht Club. A boat which fails to follow such directions or which subsequently fails the inspection may be protested by the Race Committee.

"I hereby declare that I am the owner or person in charge and that I have read and understood Special Regulations and in particular 1.02.1, 1.02.2, and 1.02.3 (Responsibility of Person in Charge)"

**Signed** \_\_\_\_\_

**Printed Name** \_\_\_\_\_

**Date** \_\_\_\_\_

# ISAF OFFSHORE SPECIAL REGULATIONS

JANUARY 2014 - DECEMBER 2015

[www.sailing.org/specialregs](http://www.sailing.org/specialregs)

## Extract for Race Category 3 Multihulls

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### Including Sail Canada Prescriptions

<http://www.sailing.ca/racing>

Version 1\_2 - 2014

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

### Copyright

When reprinting these regulations National Authorities and Race Organizers should:-

- request copyright permission from ISAF and ORC Ltd (normally given free of charge)
- display a copyright acknowledgement with the reprint (similar to © ORC Ltd. 2002, all amendments from 2003 © International sailing Federation, (IOM) Ltd.)
- make any amendments by deleting contrary provisions and indicating that changes have been made
- supply a copy of the reprint to each of ISAF and ORC Ltd

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

Official interpretations of Sail Canada prescriptions shall take precedence over these prescriptions and will be indexed, numbered, dated and displayed on the Sail Canada web page.

[http://www.sailing.ca/racing/offshore\\_racing\\_and\\_regulations/special\\_regulations](http://www.sailing.ca/racing/offshore_racing_and_regulations/special_regulations)

### Language & Abbreviations Used

*Guidance notes and recommendations are in italics*

Sail Canada prescriptions are printed in blue bold

*Sail Canada guidance notes and recommendations are printed in blue bold, italics*

LOOR prescriptions are printed in red bold

*LOOR guidance notes and recommendations are printed in red bold, italics*

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

### Administration

*The Offshore Special Regulation are administered by the ISAF Special Regulation Sub-Committee whose terms of reference are as follows: (www.sailing.org/regulations)*

*ISAF Regulation 6.8.8.3 - The Special Regulations Sub-Committee shall:*

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

Any queries regarding Sail Canada prescriptions please email: [offshore@sailing.ca](mailto:offshore@sailing.ca)



# SECTION 1 - FUNDAMENTAL AND DEFINITIONS

## 1.01 Purpose and Use

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

## 1.02 Responsibility of Person in Charge

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

## 1.03 Definitions, Abbreviations, Word Usage

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- 1.03.1 Definitions of Terms used in this document

TABLE 1

Age Date	Month/year of first launch
AIS	Automatic Identification Systems
CEN	Comité Européen de Normalisation
CPR	Cardio-Pulmonary Resuscitation
Coaming	includes the transverse after limit of the cockpit over which water would run in the event that when the yacht is floating level the cockpit is flooded or filled to overflowing.
DSC	Digital Selective Calling
EN	European Norm
EPFS	Electronic Position-Fixing System
EPIRB	Emergency Position-Indicating Radio Beacon
FA Station	The transverse station at which the upper corner of the transom meets the sheerline.
Foul-Weather Suit	A foul weather suit is clothing designed to keep the wearer dry and maybe either a jacket and trousers worn together, or a single garment comprising jacket and trousers.

GMDSS	Global Maritime Distress & Safety System
GNSS	Global Navigation Satellite System
GPIRB	EPIRB, with integral GPS position-fixing
ITU	International Telecommunications Union
GPS	Global Positioning System
Hatch	The term hatch includes the entire hatch assembly and also the lid or cover as part of that assembly (the part itself may be described as a hatch).
INMARSAT	This is Inmarsat Global Limited, the private company that provides GMDSS satellite distress and safety communications, plus general communications via voice, fax and data
IMO	International Maritime Organisation
IMSO	The International Mobile Satellite Organisation, the independent, intergovernmental organisation that oversees Inmarsat's performance of its Public Service Obligations for the GMDSS and reports on these to IMO
ISAF	International Sailing Federation.
ISO	International Standard or International Organization for Standardization.
Lifeline	rope or wire line rigged as guardrail / guardline around the deck
LOA	Length overall not including pulpits, bowsprits, boomkins etc.
LWL	(Length of) loaded waterline
Monohull	Yacht in which the hull depth in any section does not decrease towards the centre-line.
Moveable Ballast	Lead or other material including water which has no practical function in the boat other than to increase weight and/or to influence stability and/or trim and which may be moved transversely but not varied in weight while a boat is racing.
ORC	Offshore Racing Congress (formerly Offshore Racing Council)
OSR	Offshore Special Regulation(s)
Permanently Installed	Means the item is effectively built-in by eg bolting, welding, glassing etc. and may not be removed for or during racing.
PLB	Personal Locator Beacon
Proa	Asymmetric Catamaran
RRS	ISAF - Racing Rules of Sailing
SAR	Search and Rescue
SART	Search and Rescue Transponder
Series Date	Month & Year of first launch of the first yacht of the production series
SOLAS	Safety of Life at Sea Convention
Safety Line	A tether used to connect a safety harness to a strong point
Securely Fastened	Held strongly in place by a method (eg rope lashings, wing-nuts)

	which will safely retain the fastened object in severe conditions including a 180 degree capsize and allows for the item to be removed and replaced during racing
Static Ballast	Lead or other material including water which has no practical function in the boat other than to increase weight and/or to influence stability and/or trim and which may not be moved or varied in weight while a boat is racing.
Static Safety Line	A safety line (usually shorter than a safety line carried with a harness) kept clipped on at a work-station
Variable Ballast	Water carried for the sole purpose of influencing stability and/or trim and which may be varied in weight and/or moved while a boat is racing.

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

1.03.3 The word "yacht" shall be taken as fully interchangeable with the word "boat".

## SECTION 2 - APPLICATION & GENERAL REQUIREMENTS

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### 2.01 Categories of Events

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

#### 2.01.4 Category 3

Races across open water, most of which is relatively protected or close to shorelines.

### 2.02 Inspection

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

### 2.03 General Requirements

2.03.1 All equipment required by Special Regulations shall:-

- a) function properly
- b) be regularly checked, cleaned and serviced
- c) when not in use be stowed in conditions in which deterioration is minimised
- d) be readily accessible
- e) be of a type, size and capacity suitable and adequate for the intended use and size of the yacht.

2.03.2 Heavy items:

- a) ballast, ballast tanks and associated equipment shall be permanently installed
- b) heavy movable items including e.g. batteries, stoves, gas bottles, tanks, toolboxes and anchors and chain shall be securely fastened
- c) heavy items for which fixing is not specified in Special Regulations shall be permanently installed or securely fastened, as appropriate

2.03.3 When to show navigation lights

- a) navigation lights (OSR 3.27) shall be shown as required by the International Regulations for Preventing Collision at Sea, (Part C and Technical Annex 1). All yachts shall exhibit sidelights and a sternlight at the required times.

## SECTION 3 - STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

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### 3.01 Strength of Build, Ballast and Rig

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

### 3.02 Watertight Integrity of a Hull

- 3.02.1 A hull, including, deck, coach roof, windows, hatches and all other parts, shall form an integral, essentially watertight unit and any openings in it shall be capable of being immediately secured to maintain this integrity.
- 3.02.2 Centreboard and daggerboard trunks and the like shall not open into the interior of a hull except via a watertight inspection/maintenance hatch of which the opening shall be entirely above the waterline of the yacht floating level in normal trim.
- 3.02.3 A canting keel pivot shall be completely contained within a watertight enclosure which shall comply with OSR 3.02.2. Access points in the watertight enclosure for control and actuation systems or any other purpose shall comply with OSR 3.02.1.
- 3.02.4 Moveable ballast systems shall be fitted with a manual control and actuation secondary system which shall be capable of controlling the full sailing load of the keel in the event of failure of the primary system. Such failures would include electrical and hydraulic failure and mechanical failure of the components and the structure to which it mounts. The system must be capable of being operational quickly and shall be operable at any angle of heel. It would be desirable if this system was capable of securing the keel on the centreline.

### 3.05 Stability and Floatation - Multihulls

- 3.05.1 Adequate watertight bulkheads and compartments (which may include permanently installed flotation material) in each hull shall be provided to ensure that a multihull is effectively unsinkable and capable of floating in a stable position with at least half the length of one hull flooded. (see OSR 3.13.2).
- 3.05.2 Multihulls built on or after Jan 1999 shall in every hull without accommodation be divided at intervals of not more than 4m (13ft 3") by one or more transverse watertight bulkheads
- 3.05.3 A yacht shall be designed and built to resist capsize.

### 3.07 Exits and Escape Hatches - Multihulls

- 3.07.1 Exits
- a) In a multihull of 8m (26.2ft) LOA and greater, each hull which contains accommodation shall have at least two exits.
- b) In a multihull of less than 8m (26.2ft) LOA each hull which contains accommodation shall have at least two exits.

### 3.07.2 Escape Hatches, Underside Clipping Points & Handholds

- a) In a multihull of 12m (39.4ft) LOA and greater each hull which contains accommodation shall:-
- i have an escape hatch for access to and from the hull in the event of an inversion;
  - ii when first launched on or after January 2003 have a minimum clearance diameter through each escape hatch of 450mm or when an escape hatch is not circular, sufficient clearance to allow a crew member to pass through fully clothed;
  - iii *when first launched prior to January 2003, if possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii);*
  - iv when the yacht is inverted have each escape hatch above the waterline;
  - v when first launched on or after January 2001 have each escape hatch at or near the midships station;

- vi in a catamaran first launched on or after January 2003 have each escape hatch on the side nearest the vessel's central axis.
  - b) A trimaran of 12m (39.4ft) LOA and greater first launched on or after 1/03 shall have at least two escape hatches in compliance with the dimensions in OSR 3.07.2(a) (ii)
  - c) Each escape hatch must have been opened both from inside and outside within 6 months prior to an intended race
  - d) A multihull shall have on the underside appropriate handholds/clipping points sufficient for all crew (on a trimaran these shall be around the central hull).
  - e) A catamaran first launched on or after 1/03 with a central nacelle shall have on the underside around the central nacelle, handholds of sufficient capacity to enable all persons on board to hold on and/or clip on securely
  - f) *In a catamaran with a central nacelle, it is recommended that each hull has an emergency refuge, accessible via a special hatch in the side of the hull nearest the vessel's central axis, which hatch may be opened and closed from the inside and outside*
- 3.07.3 A multihull of less than 12m (39.4ft) LOA shall either have escape hatches in compliance with OSR 3.07.2 (a)(b) and (c) or shall comply with OSR 3.07.3 (a) and (b):
- a) each hull which contains accommodation shall have, for the purpose of cutting an escape hatch, appropriate tools kept ready for instant use adjacent to the intended cutting site. Each tool shall be secured to the vessel by a line and a clip, and
  - b) in each hull at 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

### **3.08 Hatches & Companionways**

- 3.08.1 No hatch forward of the maximum beam station, other than a hatch in the side of a coachroof, shall open in such a way that the lid or cover moves into the open position towards the interior of the hull (excepting ports having an area of less than 0.071m<sup>2</sup> (110 sq in)).
- 3.08.2 A hatch fitted forward of the maximum beam station, located on the side of the coachroof, opening into the interior of the boat, and of area greater than 0.071m<sup>2</sup> shall comply with ISO12216 design category A and be clearly labelled and used in accordance with the following instruction: "NOT TO BE OPENED AT SEA" Attention is drawn to SR 3.02.1
- 3.08.3 A hatch shall be:
- b) permanently attached
  - c) capable of being firmly shut immediately and remaining firmly shut in a 180 degree capsized (inversion)
- 3.08.4 A companionway hatch shall:
- a) be fitted with a strong securing arrangement which shall be operable from the exterior and interior including when the yacht is inverted
  - b) have any blocking devices
    - i) capable of being retained in position with the hatch open or shut
    - ii) whether or not in position in the hatchway, secured to the yacht (e.g. by lanyard) for the duration of the race, to prevent their being lost overboard
    - iii) permit exit in the event of inversion
- 3.08.7 A companionway hatch extending below the local sheerline and shall comply with either (a) or (b):
- a) be capable of being blocked off up to the level of the local sheerline, whilst giving access to the interior with the blocking devices (e.g. washboards) in place with a minimum sill height of 300 mm.
  - b)
    - i) A companionway hatch shall be in compliance with ISO 11812 – Watertight cockpits and quick-draining cockpits to design category A

### **3.09 Cockpits - Attention is Drawn to ISO 11812**

- 3.09.1 Cockpits shall be structurally strong, self-draining quickly by gravity at all angles of heel and



permanently incorporated as an integral part of the hull.

- 3.09.2 Cockpits must be essentially watertight, that is, all openings to the hull must be capable of being strongly and rigidly secured
- 3.09.3 A bilge pump outlet pipe shall not be connected to a cockpit drain. See OSR 3.09.8 for cockpit drain minimum sizes
- 3.09.4 A cockpit sole shall be at least 2% LWL above LWL (or in IMS yachts first launched before 1/03, at least 2% L above LWL)
- 3.09.5 A bow, lateral, central or stern well shall be considered a cockpit for the purposes of OSR 3.09
- 3.09.6 In cockpits opening aft to the sea structural openings aft shall be not less in area than 50% maximum cockpit depth x maximum cockpit width.

### **3.09.7 Cockpit Volume**

- i) earliest of age or series date before April 1992  
the total volume of all cockpits below lowest coamings shall not exceed 9% (LWL x maximum beam x freeboard abreast the cockpit).
- ii) earliest of age or series date April 1992 and after  
as above for the appropriate category except that "lowest coamings" shall not include any aft of the FA station and no extension of a cockpit aft of the working deck shall be included in calculation of cockpit volume  
*IMS measured boats may instead of the terms LWL, maximum beam, freeboard abreast the cockpit, use the IMS terms L, B and FA.*

### **3.09.8 Cockpit Drains**

See OSR 3.09.1. Cockpit drain cross section area (after allowance for screens if fitted) shall be:-

- a) in yachts with earliest of age or series date before 1/72 or in any yacht under 8.5m (28ft) LOA - at least that of 2 x 25mm diameter (one inch) unobstructed openings or equivalent
- b) in yachts with earliest of age or series date 1/72 and later - at least that of 4 x 20mm diameter (3/4 inch) unobstructed openings or equivalent

### **3.10 Sea Cocks or Valves**

Sea cocks or valves shall be permanently installed on all through-hull openings below the waterline except integral deck scuppers, speed indicators, depth finders and the like, however a means of closing such openings shall be provided.

### **3.11 Sheet Winches**

Sheet winches shall be mounted in such a way that an operator is not required to be substantially below deck.

### **3.12 Mast Step**

The heel of a keel stepped mast shall be securely fastened to the mast step or adjoining structure.

### **3.13 Watertight Bulkheads**

- 3.13.1 A hull shall have either a watertight "crash" bulkhead within 15% of LOA from the bow and abaft the forward end of LWL, or permanently installed closed-cell foam buoyancy effectively filling the forward 30% LOA of the hull.
- 3.13.2 Any required watertight bulkhead shall be strongly built to take a full head of water pressure without allowing any leakage into the adjacent compartment.

### **3.14 Pulpits, Stanchions, Lifelines**

- 3.14.1 When due to the particular design of a multihull it is impractical to precisely follow Special Regulations regarding pulpits, stanchions, lifelines, the regulations for monohulls shall be followed as closely as possible with the aim of minimising the risk of people falling overboard.
- 3.14.2 Lifeline deflection shall not exceed the following:
  - a) When a deflecting force of 40N is applied to a lifeline midway between supports of an upper or single lifeline, the lifeline shall not deflect more than 50mm. This measurement shall be taken at the widest span between supports that are aft of the mast.

- b) When a deflecting force of 40N is applied to a lifeline midway between supports of an intermediate lifeline of all spans that are aft of the mast, deflection shall not exceed 120mm from a straight line between the stanchions.

3.14.3 The following shall be provided:

- c) lifelines (guardlines) supported on stanchions, which, with pulpits, shall form an effectively continuous barrier around a working deck for man-overboard prevention. Lifelines shall be permanently supported at intervals of not more than 2.20m (86.6") and shall not pass outboard of supporting stanchions
- d) upper rails of pulpits at no less height above the working deck than the upper lifelines as in Table 7.
- e) Openable upper rails in bow pulpits shall be secured shut whilst racing
- f) Pulpits and stanchions shall be permanently installed. When there are sockets or studs, these shall be through-bolted, bonded or welded. The pulpit(s) and/or stanchions fitted to these shall be mechanically retained without the help of the life-lines. Without sockets or studs, pulpits and/or stanchions shall be through-bolted, bonded or welded.
- g) The bases of pulpits and stanchions shall not be further inboard from the edge of the appropriate working deck than 5% of maximum beam or 150 mm (6 in), whichever is greater.
- h) Stanchion or pulpit or pushpit bases shall not be situated outboard of a working deck. For the purpose of this rule the base shall be taken to include a sleeve or socket into which the tube is fitted but shall exclude a baseplate which carries fixings into the deck or hull.
- i) Provided the complete lifeline enclosure is supported by stanchions and pulpit bases effectively within the working deck, lifeline terminals and support struts may be fixed to a hull aft of the working deck
- j) Lifelines need not be fixed to a bow pulpit if they terminate at, or pass through, adequately braced stanchions set inside and overlapping the bow pulpit, provided that the gap between the upper lifeline and the bow pulpit does not exceed 150 mm (6 in).
- k) Lifelines shall be continuous and fixed only at (or near) the bow and stern. However a bona fide gate shall be permitted in the lifelines on each side of a yacht. Except at its end fittings, the movement of a lifeline in a fore-and-aft direction shall not be constrained. Temporary sleeving in 3.14.6 (c) shall not modify tension in the lifeline.
- l) Stanchions shall be straight and vertical except that:-
  - i) within the first 50 mm (2 in) from the deck, stanchions shall not be displaced horizontally from the point at which they emerge from the deck or stanchion base by more than 10 mm (3/8 in), and
  - ii) stanchions may be angled to not more than 10 degrees from vertical at any point above 50 mm (2 in) from the deck.

*m) It is strongly recommended that designs also comply to ISO 15085*

**3.14.4 Special Requirements for Pulpits, Stanchions, Lifelines on Multihulls**

The following shall be provided:-

- a) on a trimaran - a bow pulpit on the main hull, with lifelines around the main hull supported on stanchions. The lifelines may be interrupted where there are nets or crossbeam wings outboard of the main hull
- b) on a trimaran - where a net joins the base of a bow pulpit on the main hull, an additional lifeline from the top of the pulpit to the forward crossbeam at or outboard of the crossbeam mid-point.
- c) on a trimaran - at a main or emergency steering position on an outrigger with or without a cockpit, lifelines protecting an arc of 3 meters diameter centred on the steering position. (When measuring between lifelines their taut, undeflected positions shall be taken for this purpose).

- d) on a catamaran - lifelines from bow to stern on each hull and transverse lifelines to form an effectively continuous barrier around the working area for man-overboard prevention. The transverse lifelines shall be attached to bow and stern pulpits or superstructure. A webbing, strop or rope (minimum diameter 6mm) shall be rove zig-zag between the transverse lifelines and the net.

### 3.14.5 Lifeline Height, Vertical Openings, Number of Lifelines

TABLE 7

LOA	earliest of age/series date	minimum requirements
under 8.5 m(28 ft)	before January 1992	single lifeline at a height of no less than 450 mm (18 in) above the working deck. No vertical opening shall exceed 560 mm (22 in).
under 8.5 m(28 ft)	January 1992and after	as for under 8.5 m(28 ft) in table 7 above, except that when an intermediate lifeline is fitted no vertical opening shall exceed 380 mm (15 in).
8.5 m (28 ft) and over	before January 1993	double lifeline with upper lifeline at a height of no less than 600 mm (24 in) above the working deck. No vertical opening shall exceed 560 mm (22 in)
8.5 m (28 ft)and over	January 1993 and after	as 8.5 m (28 ft) and over in Table 7 above, except that no vertical opening shall exceed 380 mm (15 in).
All	all	on yachts with intermediate lifelines the intermediate line shall be not less than 230 mm (9 in) above the working deck.

### 3.14.6 Lifeline Minimum Diameters, Required Materials, Specifications

- a) Lifelines shall be of :
- stranded stainless steel wire or
  - High Modulus Polyethylene (HMPE) (Dyneema®/Spectra® or equivalent) rope (Braid on braid is recommended)
- b) The minimum diameter **of all lifelines** is specified in table 8 below.
- c) Stainless steel lifelines shall be uncoated and used without close-fitting sleeving, however, temporary sleeving may be fitted provided it is regularly removed for inspection.
- d) When stainless wire is used, Grade 316 is recommended.*
- e) When HMPE (Dyneema®/Spectra®) is used, it shall be spliced in accordance with the manufacturer's recommended procedures.
- f) A taut lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm (4 in). This lanyard shall be replaced annually at a minimum.
- g) All wire, fittings, anchorage points, fixtures and lanyards shall comprise a lifeline enclosure system which has at all points at least the breaking strength of the required lifeline wire.

TABLE 8 – Minimum Diameters

LOA	wire	HMPE rope (Single braid)	HMPE Core (Braid on braid)
Under 8.5 m (28ft)	3mm (1/8 in)	4mm (5/32 in)	4mm (5/32 in)
8.5m – 13 m	4mm (5/32 in)	5mm (3/16 in)	5mm (3/16 in)
Over 13 m (43 ft)	5mm (3/16 in)	5mm (3/16 in)	5mm (3/16 in)

### 3.15 Multihull Nets or Trampolines

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

A net shall be:-

- a) essentially horizontal
- b) made from durable woven webbing, water permeable fabric, or mesh with openings not

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

### 3.15.2 Trimarans with Double Crossbeams

- a) A trimaran with double crossbeams shall have nets on each side covering:-
- b) the rectangles formed by the crossbeams, central hull and outriggers
- c) the triangles formed by the aft end of the central pulpit, the mid-point of each forward crossbeam, and the intersection of the crossbeam and the central hull
- d) the triangles formed by the aftermost part of the cockpit or steering position (whichever is furthest aft), the mid-point of each after crossbeam, and the intersection of the crossbeam and the central hull; except that:-
- e) the requirement in OSR 3.15.2(d) shall not apply when cockpit coamings and/or lifelines are present which comply with the minimum height requirements in Table 7

### 3.15.3 Trimarans with Single Crossbeams

- a) A trimaran with a single crossbeam shall have nets between the central hull and each outrigger:-
- b) on each side between two straight lines from the intersection of the crossbeam and the outrigger, respectively to the aft end of the pulpit on the central hull, and to the aftermost point of the cockpit or steering position on the central hull (whichever is furthest aft)

### 3.16 Catamarans

- a) On a catamaran the total net surface shall be limited:
- b) laterally by the hulls
- c) longitudinally by transverse stations through the forestay base, and the aftermost point of the boom lying fore and aft. However, a catamaran with a central nacelle (non-immersed) may satisfy the regulations for a trimaran

### 3.18 Toilet

- 3.18.2 A toilet, permanently installed ~~or fitted bucket~~  
**Black water discharge is not permitted on Lake Ontario**

### 3.19 Bunks

- 3.19.2 Bunks, permanently installed

### 3.20 Cooking Facilities

- 3.20.1 A cooking stove, permanently installed or securely fastened with safe accessible fuel shutoff control and capable of being safely operated in a seaway.

### 3.21 Drinking Water Tanks & Drinking Water

#### 3.21.1 Drinking Water Tanks

- a) A yacht shall have a permanently installed delivery pump and water tank(s):

#### 3.21.3 Emergency Drinking Water

- a) At least 9 litres (2 UK gallons, 2.4 US gallons) of drinking water for emergency use shall be provided in a dedicated and sealed container or container(s)

### 3.22 Hand Holds

Adequate hand holds shall be fitted below deck so that crew members may move about safely at sea.

*A hand hold should be capable of withstanding without rupture a side force of 1500N*

### 3.23 Bilge Pumps and Buckets

- 3.23.1 No bilge pump may discharge into a cockpit unless that cockpit opens aft to the sea.
- 3.23.2 Bilge pumps shall not be connected to cockpit drains. (OSR 3.09)
- 3.23.3 Bilge pumps and strum boxes shall be readily accessible for maintenance and for clearing out debris
- 3.23.4 Unless permanently installed, each bilge pump handle shall be provided with a lanyard or catch or similar device to prevent accidental loss
- 3.23.5 The following shall be provided:
  - c) multihulls shall have provision to pump out all watertight compartments (except those filled with impermeable buoyancy).
  - f) two buckets of stout construction each with at least 9 litres (2 UK gallons, 2.4 US gallons) capacity. Each bucket to have a lanyard.

**3.24 Compass**

- 3.24.1 The following shall be provided:-
  - a) a marine magnetic compass, independent of any power supply, permanently installed and correctly adjusted with deviation card, and
  - b) a magnetic compass independent of any power supply, capable of being used as a steering compass which may be hand-held

**3.25 Halyards.**

No mast shall have less than two halyards, each capable of hoisting a sail.

**Sail Canada prescribes that some means shall exist to prevent the boom from dropping if support from the mainsail and/or the halyard fails. Topping lifts or supporting boom vang are acceptable for this purpose.**

**3.27 Navigation Lights (see OSR 2.03.3)**

- 3.27.1 Navigation lights shall be mounted so that they will not be masked by sails or the heeling of the yacht.
- 3.27.2 Navigation lights shall not be mounted below deck level and should be at no less height than immediately under the upper lifeline.
- 3.27.3 Navigation light intensity

TABLE 11

<i>LOA</i>	<i>Guide to required minimum power rating for an electric bulb in a navigation light</i>
<i>under 12 m (39.4 ft)</i>	<i>10 W</i>
<i>12 m (39.4 ft) and above</i>	<i>25 W</i>

**Sail Canada prescribes that compliance with the requirements of the Canadian version of COLREGS shall suffice in satisfying these regulations. COLREGS requirements are as follows; Table 14**

<b>LOA</b>	<b>Light</b>	<b>Luminous</b>	<b>Minimum Range of Visibility</b>
<b>under 12 m (39.4 ft)</b>	<b>Side</b>	<b>0.9 candelas</b>	<b>1 mile</b>
	<b>Stern</b>	<b>4.3 candelas</b>	<b>2 miles</b>
<b>12 m (39.4 ft) and above and less than 50m (164 ft)</b>	<b>Side</b>	<b>4.3 candelas</b>	<b>2 miles</b>
	<b>Stern</b>	<b>4.3 candelas</b>	<b>2 miles</b>

- 3.27.4 Reserve navigation lights shall be carried having the same minimum specifications as the navigation lights above, with a separable power source, and wiring or supply system essentially separate from that used for the normal navigation lights
- 3.27.5 spare bulbs for navigation lights shall be carried, or for lights not dependent on bulbs, appropriate spares.

**3.28 Engines, Generators, Fuel**

### 3.28.1 Propulsion Engines

- a) Engines and associated systems shall be installed in accordance with their manufacturers' guidelines and shall be of a type, strength, capacity, and installation suitable for the size and intended use of the yacht.
- b) An inboard propulsion engine when fitted shall: be provided with a permanently installed exhaust, coolant, and fuel supply systems and fuel tank(s); be securely covered; and have adequate protection from the effects of heavy weather.
- c) A propulsion engine required by Special Regulations shall provide a minimum speed in knots of  $(1.8 \times \text{square root of LWL in metres})$  or  $(\text{square root of LWL in feet})$
- f) Boats of less than 12.0 m hull length may be provided with an inboard propulsion engine, or an outboard engine together with permanently installed fuel supply systems and fuel tank(s) may be used as an alternative.

### 3.28.2 Generator

A separate generator for electricity is optional. However, when a separate generator is carried it shall be permanently installed, securely covered, and shall have permanently installed exhaust, cooling and fuel supply systems and fuel tank(s), and have adequate protection from the effects of heavy weather.

### 3.28.3 Fuel Systems

- a) Each fuel tank provided with a shutoff valve. Except for permanently installed linings or liners, a flexible tank is not permitted as a fuel tank.
- b) The propulsion engine shall have a minimum amount of fuel which may be specified in the Notice of Race but if not, shall be sufficient to be able to meet charging requirements for the duration of the race and to motor at the above minimum speed for at least 8 hours

### 3.28.4 Battery Systems

- a) When an electric starter is the only method for starting the engine, the yacht shall have a separate battery, the primary purpose of which is to start the engine
- b) All rechargeable batteries on board shall be of the sealed type from which liquid electrolyte cannot escape. Other types of battery installed on board at 1/12 may continue in use for the remainder of their service lives.

### 3.29 Communications Equipment, EPFS (Electronic Position-Fixing System), Radar, AIS

*Provision of GMDSS is unlikely to be mandatory for small craft during the term of the present Special Regulations.*

#### 3.29.1 The following shall be provided:

- a) A marine radio transceiver (or if stated in the Notice of Race, an installed satcom terminal), and
  - i an emergency antenna when the regular antenna depends upon the mast.
- b) When the marine radio transceiver is VHF:
  - i it shall have a rated output power of 25W
  - ii it shall have a masthead antenna, and co-axial feeder cable with not more than 40% power loss
  - iii *the following types and lengths of co-axial feeder cable will meet the requirements of OSR 3.29.1 (b)(ii): (a) up to 15m (50ft) - type RG8X ("mini 8"); (b) 15-28m (50-90ft) - type RG8U; (c) 28-43m (90-140ft) - type 9913F (uses conventional connectors, available from US supplier Belden); (d) 43-70m 140-230ft - type LMR600 (uses special connectors, available from US supplier Times Microwave).*
  - iv *it should include channel 72 (an international ship-ship channel which, by common use, has become widely accepted as primary choice for ocean racing yachts anywhere in the world)*
  - v VHF transceivers installed after 31 December 2015 shall be DSC capable
  - vi DSC capable VHF transceivers shall be programmed with an assigned MMSI (unique



to the boat), be connected to a GPS receiver and be capable of making distress alert calls as well as receiving a DSC position report with another DSC equipped station

**Sail Canada prescribes that the marine radio in 3.29.1 a) shall be a VHF radio**

- e) A hand-held marine VHF transceiver, watertight or with a waterproof cover. When not in use to be stowed in a grab bag or emergency container (see OSR 4.21). *The handheld receiver should have Digital Selective Calling (DSC) and be equipped with GPS.*
- f) Independent of a main radio transceiver, a radio receiver capable of receiving weather bulletins
- i) An EPFS (Electronic Position-Fixing System) (e.g. GPS)
- o) *An AIS Transponder is recommended*

*3.29.2 Yachts are reminded that no reflector, active or passive, is a guarantee of detection or tracking by vessel using radar.*

- a) *The attention of persons in charge is drawn to legislation in force or imminent affecting the territorial seas of some countries in which the carriage of an AIS set is or will be mandatory for certain vessels including relatively small craft.*

## **SECTION 4 - PORTABLE EQUIPMENT & SUPPLIES for the yacht**

### **4.01 Sail Letters & Numbers**

4.01.1 Yachts which are not in an ISAF International Class or Recognized Class shall comply with RRS 77 and Appendix G as closely as possible, except that sail numbers allotted by a State authority are acceptable.

4.01.2 Sail numbers and letters of the size carried on the mainsail must be displayed by alternative means when none of the numbered sails is set.

### **4.02 Hull marking (colour blaze)**

4.02.1 To assist in SAR location:-

*4.02.2 Multihulls shall show on the underside, where they can be seen when inverted, an solid area of highly-visible colour (e.g. Day-Glo pink, orange, or yellow) of at least 1m<sup>2</sup>*

### **4.03 Soft Wood Plugs**

Soft wood plugs, tapered and of the appropriate size, shall be attached or stowed adjacent to the appropriate fitting for every through-hull opening.

### **4.04 Jackstays, Clipping Points and Static Safety Lines**

4.04.1 Jackstays shall be provided:

- a) attached to through-bolted or welded deck plates or other suitable and strong anchorage fitted on deck, port and starboard of the yacht's centre line to provide secure attachments for safety harness:-
- b) comprising stainless steel 1 x 19 wire of minimum diameter 5 mm (3/16 in), high modulus polyethylene (such as Dyneema/Spectra) rope or webbing of equivalent strength;
- c) which, when made from stainless steel wire shall be uncoated and used without any sleeving;
- d) *20kN (2,040 kgf or 4,500 lbf) min breaking strain webbing is recommended;*

### **4.04.2 Clipping Points:-**

shall be provided-

- a) attached to through-bolted or welded deck plates or other suitable and strong anchorage points adjacent to stations such as the helm, sheet winches and masts, where crew members work for long periods:-
- b) which, together with jackstays and static safety lines shall enable a crew member-
  - i) to clip on before coming on deck and unclip after going below;
  - ii) whilst continuously clipped on, to move readily between the working areas on the deck and the cockpit(s) with the minimum of clipping and unclipping operations.
- c) The provision of clipping points shall enable two-thirds of the crew to be simultaneously

clipped on without depending on jackstays

- d) In a trimaran with a rudder on the outrigger, adequate clipping points shall be provided that are not part of the deck gear or the steering mechanism, in order that the steering mechanism can be reached by a crew member whilst clipped on.

e) *Warning - U-bolts as clipping points - see OSR 5.02.1(a)*

#### **4.05 Fire Extinguishers**

Shall be provided as follows:

- 4.05.1 Fire extinguishers, at least two, readily accessible in suitable and different parts of the yacht  
4.05.2 Fire Extinguishers, at least two, of minimum 2kgs each of dry powder or equivalent  
4.05.4 A fire blanket adjacent to every cooking device with an open flame

#### **4.06 Anchor(s)**

4.06.1 An anchor or anchors shall be carried according to the table below:

- a) The following anchors shall be provided
- i For yachts of 8.5 m (28 ft) and over there shall be 2 anchors together with a suitable combination of chain and rope, all ready for immediate use
  - ii For yachts under 8.5 m (28 ft) there shall be 1 anchor together with a suitable combination of chain and rope, all ready for immediate use

#### **4.07 Flashlight(s) and Searchlight(s)**

4.07.1 The following shall be provided:-

- a) A watertight, high-powered searchlight, suitable for searching for a person overboard at night and for collision avoidance with spare batteries and bulbs, and  
b) a watertight flashlight with spare batteries and bulb  
c) for Mu3,4 the watertight flashlight in OSR 4.07.1 (b) shall be stowed in the grab bag or emergency container

#### **4.08 First Aid Manual and First Aid Kit**

4.08.1 A suitable First Aid Manual shall be provided

*In the absence of a National Authority's requirement, the latest edition of one of the following is recommended:-*

- b) *First Aid at Sea, by Douglas Justins and Colin Berry, published by Adlard Coles Nautical, London*  
c) *Le Guide de la médecine a distance, by Docteur J Y Chauve, published by Distance Assistance BP33 F-La Baule, cedex, France.*  
d) *'PAN-PAN medico a bordo' in Italian edited by Umberto Verna. www.panpan.it*  
e) *Skipper's Medical Emergency Handbook by Dr Spike Briggs and Dr Campbell Mackenzie www.msos.org.uk*

*Sail Canada endorses the above and additionally recommends the following manuals: Advanced First Aid by Peter Eastman, M.D., Cornell Maritime Press and A Comprehensive Guide to Marine Medicine by Eric A. Weiss, M.D. and Michael E. Jacobs, M.D., Adventure Medical Kit.*

4.08.2 A First Aid Kit shall be provided

4.08.3 *The contents and storage of the First Aid Kit should reflect the guidelines of the Manual carried, the likely conditions and duration of the passage, and the number of people aboard the yacht.*

#### **4.09 Foghorn**

A foghorn shall be provided

#### **4.10 Radar Reflector**

4.10.1 *(amended 2015)* An octahedral passive radar reflector shall be carried with: Octahedral circular sector plates of minimum diameter 300mm (12") or Octahedral rectangular plates of minimum diagonal dimension 405 mm (16") or a non-Octahedral reflector with a documented Root Mean Square minimum Radar Cross Section (RCS) area of 2 m<sup>2</sup> from 0-360 degrees in azimuth and +/- 20 degrees in heel.



#### **4.11 Navigation Equipment**

##### **4.11.1 Charts**

Navigational charts (not solely electronic), light list and chart plotting equipment shall be provided

#### **4.12 Safety Equipment Location Chart**

A safety equipment location chart in durable waterproof material shall be displayed in the main accommodation where it can best be seen, clearly marked with the location of principal items of safety equipment.

#### **4.13 Echo Sounder or Lead Line**

##### **4.13.1 An echo sounder shall be provided**

#### **4.14 Speedometer or Distance Measuring Instrument (log)**

A speedometer or distance measuring instrument (log) shall be provided

#### **4.15 Emergency Steering**

##### **4.15.1 Emergency steering shall be provided as follows:**

- a) except when the principal method of steering is by means of an unbreakable metal tiller, an emergency tiller capable of being fitted to the rudder stock;
- b) crews must be aware of alternative methods of steering the yacht in any sea condition in the event of rudder loss. At least one method must have been proven to work on board the yacht. An inspector may require that this method be demonstrated.

#### **4.16 Tools and Spare Parts**

Tools and spare parts, including effective means to quickly disconnect or sever the standing rigging from the hull shall be provided.

#### **4.17 Yacht's name**

Yacht's name shall be on miscellaneous buoyant equipment, such as lifejackets, cushions, lifebuoys, lifelines, grab bags etc.

#### **4.18 Marine grade retro-reflective material**

Marine grade retro-reflective material shall be fitted to lifebuoys, lifelines, liferafts and lifejackets. See OSRs 5.04, 5.08.

#### **4.21 Grab Bags**

##### **4.21.1 Grab Bag or Emergency Container for Multihulls Without Liferafts**

- a) A multihull without a liferaft shall have, readily accessible whether or not the yacht is inverted, either a watertight compartment or a grab bag with the following minimum contents. A grab bag shall have inherent flotation, at least 0.1 m<sup>2</sup> area of fluorescent orange colour on the outside, shall be marked with the name of the yacht, and shall have a lanyard and clip.
  - b) *Note: it is not intended to duplicate in a grab bag etc. items required by other OSRs to be on board the yacht - this regulation covers only the stowage of those items*
  - c) a watertight hand-held marine VHF transceiver plus a spare set of batteries
  - d) a watertight flashlight with spare batteries and bulb
  - e) 2 red parachute and 3 red hand flares
  - f) a watertight strobe light with spare batteries
  - g) a knife

#### **4.22 Lifebuoys**

##### **4.22.1 The following shall be provided within reach of the helmsman and ready for instant use:**

- a) a lifebuoy with a self-igniting light and a drogue

##### **4.22.3 Each inflatable lifebuoy and any automatic device (e.g. pole and flag extended by compressed gas) shall be tested and serviced at intervals in accordance with its manufacturer's instructions.**

##### **4.22.4 Each lifebuoy or lifeline shall be fitted with marine grade retro-reflective material (4.18).**

##### **4.22.5 *It is recommended that the colour of each lifebuoy be a safety colour in the yellow-red range.***

#### **4.23 Pyrotechnic and Light Signals**

4.23.1 Pyrotechnic signals shall be provided conforming to SOLAS LSA Code Chapter III Visual Signals and not older than the stamped expiry date (if any) or if no expiry date stamped, not older than 4 years.

- a) No less than the following pyrotechnic signals shall be provided:
- i 4 of red parachute flares LSA III 3.1
  - ii 4 of red hand flares LSA III 3.2
  - iii 2 orange smoke LSA III 3.3

#### 4.24 Heaving Line

- a) a heaving line shall be provided 15 m - 25 m (50 ft - 75 ft) length readily accessible to cockpit.
- b) *the "throwing sock" type is recommended - see Appendix D*
- c) A lifesling shall be provided  
**Sail Canada prescribes that where the word "Lifesling" is used it shall be read as the "Lifesling or functional equivalent".**

#### 4.25 Cockpit Knife

A strong, sharp knife, sheathed and securely restrained shall be provided readily accessible from the deck or a cockpit.

#### 4.26 Storm & Heavy Weather Sails

##### 4.26.1 Design

- a) *it is strongly recommended that persons in charge consult their designer and sailmaker to decide the most effective size for storm and heavy weather sails. The purpose of these sails is to provide safe propulsion for the yacht in severe weather -they are not intended as part of the racing inventory. The areas below are maxima. Smaller areas are likely to suit some yachts according to their stability and other characteristics.*

##### 4.26.2 Sail Inventory

- a) **an adequate means of reefing the mainsail by at least 30% of the luff length shall be installed (12% shall suffice if a storm jib, number 4 jib, or roller furling genoa is on board)**
- b) **a storm jib is recommended. A furling headsail does not qualify as a storm jib. The recommended sail area should not exceed 5% of the height of the fore triangle squared and should have a luff minimum length 65% of the height of the fore triangle.**
- b) **any storm or heavy-weather jib shall have a luff wire**

## SECTION 5 - PERSONAL EQUIPMENT

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### 5.01 Lifejacket

5.01.1 Each crew member shall have a lifejacket as follows:-

- a)
- i In accordance with ISO 12402 – 3 (Level 150) or equivalent, including EN 396 or UL 1180
  - ii Lifejackets manufactured after 1 January 2012 shall be in accordance with ISO 12402–3 (Level 150) and shall be fitted with:-
    - an emergency light in accordance with either ISO 12402-8 or SOLAS LSA code 2.2.3.
    - a sprayhood in accordance with ISO 12402-8.
    - a full deck safety harness in accordance with ISO 12401 (ISO 1095) including a crotch or thigh strap (holding down device) as specified in ISO 12401 (ISO 1095).
    - If of an inflatable type either

- (a) automatic, manual and oral inflation or
- (b) manual and oral inflation

Notes: ISO 12402 requires Level 150 lifejackets to be fitted with a mandatory whistle and retro-reflective material. Also, when fitted with a safety harness, ISO 12402 requires that this shall be the full safety harness in accordance with ISO 12401. Any equivalent lifejacket shall have equal requirements.

Persons of larger than average build are generally more buoyant than those of average build and so do not require a lifejacket with greater levels of flotation. Wearing a Level 275 lifejacket may hamper entry into liferafts.

- b) fitted with either a crotch strap(s) / thigh straps or a full safety harness in accordance with ISO 12401,

Note: The function of lifejacket crotch/thigh straps is to hold the buoyancy element down. A crew member before a race should adjust a lifejacket to fit then retain that lifejacket for the duration of the race. Correct adjustment is fundamental to the lifejacket functioning correctly.

**Sail Canada strongly recommends that lifejackets meet 5.01.1 a) ii above but prescribes that vest or suspender-type lifejackets in accordance with UL 1180 are acceptable for 5.01.1 a) ii. Crotch strap(s) / thigh straps that are functionally equivalent to ISO 12401 will be accepted.**

***Sail Canada note – ISO 12402, while meeting OSR requirements, is not currently approved by Transport Canada.***

***Sail Canada note – under Transport Canada 'Safe Boating Guide' available at <http://www.tc.gc.ca/publications/EN/TP511/PDF/HR/TP511E.pdf>, page 72, non-resident boats are permitted to use lifejackets meeting the requirements of the boat's home country. While meeting TC/Coast Guard requirements, this does not waive OSR requirements.***

- c) fitted with a lifejacket light in accordance with SOLAS LSA code 2.2.3 (white, >0.75 candelas, >8 hours),
- d) if inflatable have a compressed gas inflation system,
- e) if inflatable, regularly checked for gas retention,
- f) compatible with the wearer's safety harness,
- g) clearly marked with the yacht's or wearer's name,
- j) It is strongly recommended that a lifejacket has a splashguard / sprayhood See ISO 12402 – 8,*

5.01.4 The person in charge shall personally check each lifejacket at least once annually.

## **5.02 Safety Harness and Safety Lines (Tethers)**

5.02.1 Each crew member shall have a harness and safety line that complies with ISO 12401 or equivalent with a safety line not more than 2m in length.

Harnesses and safety lines manufactured prior to Jan 2010 shall comply with either ISO 12401 or EN 1095.

Harnesses and safety lines manufactured prior to Jan 2001 are not permitted.

- a) Warning it is possible for a plain snaphook to disengage from a U bolt if the hook is rotated under load at right-angles to the axis of the U-bolt. For this reason the use of snaphooks with positive locking devices is strongly recommended.***

5.02.2 At least 30% of the crew shall each, in addition to the above be provided with either:-

- a) a safety line not more than 1m long, or
- b) a mid-point snaphook on a 2m safety line

5.02.3 A safety line purchased in January 2001 or later shall have a coloured flag embedded in the stitching, to indicate an overload. A line which has been overloaded shall be replaced as a matter of urgency.

5.02.4 A crew member's lifejacket and harness shall be compatible

***5.02.5 It is strongly recommended that:-***

- a) *static safety lines should be securely fastened at work stations;*
- b) *A harness should be fitted with a crotch strap or thigh straps. Crotch straps or thigh straps together with related fittings and fixtures should be strong enough to lift the wearer from the water.*
- c) *to draw attention to wear and damage, stitching on harness and safety lines should be of a colour contrasting strongly with the surrounding material;*
- d) *snaphooks should be of a type which will not self-release from a U-bolt (see OSR 5.02.1(a)) and which can be easily released under load (crew members are reminded that a personal knife may free them from a safety line in emergency);*
- e) *a crew member before a race should adjust a harness to fit then retain that harness for the duration of the race.*

**Sail Canada prescribes that the safety harness may be integrated with an inflatable personal flotation device (see OSR 5.01) and recommends that such devices be employed whenever conditions warrant.**

**5.02.6** *Warning - a safety line and safety harness are not designed to tow a person in the water and it is important that the shortest safety line length possible be used with a harness to minimise or eliminate the risk of a person's torso becoming immersed in water outside the boat, especially when working on the foredeck. 1m safety lines or the midpoint snaphook on a 2m line should be used for this purpose. The diligent use of a properly adjusted safety harness and the shortest safety line practicable is regarded as by far the most effective way of preventing man overboard incidents.*

#### **5.04 Foul Weather Suits**

- b) *it is recommended that a foul weather suit should be fitted with marine-grade retro-reflective material, and should have high-visibility colours on its upper parts and sleeve cuffs. See OSR 4.18*

#### **5.07 Survival Equipment**

MoMu0

**5.07.2** *It is strongly recommended that an immersion suit should be supplied to each crew member in a multihull in conditions where there is a potential for hypothermia* Mu1,2,3,4

## **SECTION 6 - TRAINING**

### **6.04 Routine Training On-Board**

**6.04.1** *It is recommended that crews should practice safety routines at reasonable intervals including the drill for man-overboard recovery*

### **6.05 Medical Training**

**6.05.3** At least one member of the crew shall be familiar with First Aid procedures, hypothermia, drowning, cardio-pulmonary resuscitation and relevant communications systems (see OSR 6.02.7 and 6.03.3).