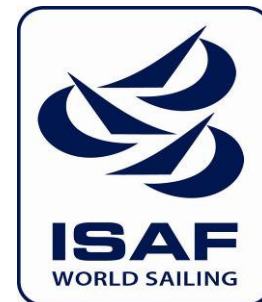


ISAF OFFSHORE SPECIAL REGULATIONS 2010-2011 AMENDMENT SHEET



This document summarises the amendments made to the 2008/9 Special Regulations. It consolidates changes made in November 2008 and November 2009. Amendments are effective 1st January 2010 except where otherwise stated.

3.03 – Hull Construction Standards (Scantlings)

Amendment: Replace the existing OSR 3.03 and move the existing 3.03 to a separate new Appendix M for easy referencing during a phase-in period.

		Category
3.03	Hull Construction Standards (Scantlings)	MoMu0,1,2
3.03.1		Mo 0,1,2
(a)	<p>A yacht of less than 24m in hull length (measured in accordance with ISO 8666) with Age or Series Date on or after 1 January 2010 shall have:</p> <ul style="list-style-type: none">• been designed and built in accordance with the requirements of ISO 12215 Category A *• on board a certificate of building plan review from a notified body recognized by ISAF.• on board a declaration signed and dated by the builder to confirm the yacht is built in accordance with the plans reviewed by the Notified Body.	
(b)	<p>A yacht of 24m in hull length and over (measured in accordance with ISO 8666) with Age or Series Date on or after 1 January 2010 shall have:</p> <ul style="list-style-type: none">• been designed and built in accordance with requirements as from time to time specified by ISAF.• on board a certificate of building plan review from an organization recognized by ISAF.• on board a declaration signed and dated by the builder to confirm the yacht is built in accordance with the requirements.	
3.03.2		Mo 0,1,2
(a)	<p>A yacht of less than 24m in hull length (measured in accordance with ISO 8666), with Age or Series Date on or after 1 January 2010, if subject to any significant repair or modification to the hull, deck, coachroof, keel or appendages on or after the 1 January 2010, shall have</p> <ul style="list-style-type: none">• the repair or modification designed and built in accordance with ISO 12215 Category A*• on board a certificate of building plan review for the repair or modification from a notified body recognized by ISAF	

- on board a declaration signed and dated by the builder to confirm that the repair or modification is in accordance with the requirements of ISO 12215 Category A *

(b) A yacht of 24m in hull length and over (measured in accordance with ISO 8666), with Age or Series Date on or after 1 January 2010, if subject to any significant repair or modification to the hull, deck, coachroof, keel or appendages on or after the 1 January 2010, shall have

- the repair or modification designed and built in accordance with the requirements as from time to time specified by ISAF.
- on board a certificate of building plan review for the repair or modification from an organization recognized by ISAF
- on board a declaration signed and dated by the builder to confirm that the repair or modification is in accordance with the requirements.

3.03.3 In cases when a builder no longer exists a race organizer or class rules may accept a signed statement by a naval architect or other person familiar with the requirements of 3.031 and 3.03.2 above and in lieu of the builders declaration required by 3.031 and 3.03.2 above. Mo 0,1,2

3.03.4 A monohull with Age or Series Date before the 1 January 2010 shall comply with 3.03.1, 3.03.2 and 3.03.3 above or with appendix M to these OSR. A multihull shall comply with appendix M to these OSR. MoMu 0,1,2

* or as from time to time specified by ISAF

3.08 Hatches & Companionways

3.08.1 Amendment: Effective 1 January 2009 delete present rule and insert:

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 0.071m² (110 sq in)). **

3.08.2 Amendment: Effective 1 January 2009 renumber present 3.08.2 to 3.08.3 and insert new 3.08.2:

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 0.071m² shall comply with ISO12216 design category A and 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 Amendment: Effective 1 January 2009, Delete present 3.08.3

3.08.5 Amendment: Effective 1 January 2009, Add:

3.08.5 If the companionway extends below the local sheerline and the boat has a cockpit opening aft to the sea the boat shall comply with one of the following: Mo0,1,2,3,4

	a) the companionway sill shall not extend below the local sheerline. or	Mo0,1,2,3,4
	b) be in full compliance with all aspects of ISO 11812 to design category A	Mo0,1,2,3,4
3.08.6	For boats with a cockpit closed aft to the sea where the companionway hatch extends below the local sheerline, the companionway shall be capable of being blocked off up to the level of the local sheerline, provided that the companionway hatch shall continue to give access to the interior with the blocking devices (e.g. washboards) in place	Mo0,1,2,3,4
3.08.7	A companionway hatch extending below the local sheerline and shall comply with either (a) or (b):	Mu0,1,2,3,4
	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.	Mu0,1,2,3,4
	b) i) A companionway hatch shall be in compliance with ISO 11812 – Watertight cockpits and quick-draining cockpits to design category A	Mu0,1,2,3
	ii) A companionway hatch shall be in compliance with ISO 11812 – Watertight cockpits and quick-draining cockpits to design category B	Mu4
Amendment: Effective 1 January 2010 Delete present OSR 3.13.5 and insert:		
3.13.5	An access hatch shall be provided in every required watertight bulkhead (except a "crash" bulkhead). The access hatch shall have means of watertight closure permanently attached to the main panel, or lid, or cover of the hatch. The closure shall not require tools to operate.	Mo0
	a) <i>An access hatch should be capable of being securely shut within 5 seconds</i>	Mo0
3.14	Pulpits, Stanchions, Lifelines	
3.14.3(h)		**
Amendment: Effective 1 January 2010 Delete present text and insert:		
	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.	**
3.14.3(k)		
Amendment: Renumber existing (k) and (l) as (l) and (m), insert following text as new (k):		
	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 (a) shall not modify tension in the lifeline.

3.14.6

Amendment: Effective 1 January 2010, Delete present regulation and insert:

3.14.6 Lifeline Minimum Diameters, Required Materials, Specifications

- | | | |
|--|---|----|
| | a) Lifelines shall be of : | ** |
| | - stranded stainless steel wire or | |
| | - single-braided Dyneema® rope | |
| | b) The minimum diameter 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) <i>When stainless wire is used, Grade 316 is recommended.</i> | ** |
| | e) <i>When Dyneema® is used, Grade SK75 or SK78 is recommended.</i> | ** |
| | 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

LOA	minimum wire or rope diameter
under 8.5 m (28ft)	3 mm (1/8 in)
8.5m - 13 m	4 mm (5/32 in)
over 13 m (43 ft)	5 mm (3/16 in)

Amendment: Effective 1 January 2010 delete present Regulation 3.28 as follows:

3.28	Propulsion Engines, Generators, Fuel, Batteries	
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 x square root of LWL in metres) or (square root of LWL in feet)	MoMu0,1,2,3
	d) A propulsion engine shall be provided either as an inboard propulsive engine or as an outboard engine with associated tanks and fuel supply systems, all securely fastened.	Mo3
	e) An inboard propulsion engine shall be provided for yachts	Mo0,1,2 Mu0
	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.	Mu1,2,3
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.	MoMu0,1,2,3
	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	MoMu0,1,2,3
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	MoMu0,1,2,3
	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 1/06 may continue in use for the	MoMu0

remainder of their service lives, although it is *strongly recommended that they be changed for sealed batteries as soon as possible.*

- c) *It is recommended that consideration be given to the installation of sealed batteries, noting however that a special charging device may be specified by the battery manufacturers* MoMu1,2,3

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

Amendment: Effective 1 January 2010 Add new paragraph 3.29.1 (n) and (o) as follows:

- n) An AIS Transponder MoMu1,2
- o) *An AIS Transponder is recommended* MoMu3

4.05 Fire Extinguishers

4.05.2 Amendment Effective 1 January 2009 Renumber 4.05.2 and 4.05.3 and insert :

- 4.05.2 Fire Extinguishers, at least two, of minimum 2kgs each of dry powder or equivalent MoMu1,2,3

4.08 First Aid Manual and First Aid Kit

4.08.4 Amendment Effective 1 January 2010 Delete 4.08.4 and Renumber as 6.05.2 4.08.5

Amendment Effective 1 January 2010 Delete and Renumber as 6.05.3

4.08.6 Amendment: Effective 1 January 2010 Delete

4.26 – Storm and Heavy Weather Sails

The proposed amendment to be effective 1 January 2010 has been withdrawn.

5.01 Lifejacket

Amendment: Delete Regulation 5.01 and insert:

5.01 Lifejacket

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

- a) In accordance with ISO 12402 – 3 (Level 150) or equivalent, 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. Note: 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, *Crotch straps or thigh straps together with related fittings and fixtures should be strong enough to lift the wearer from the water.* **
- 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, | ** |
| h) fitted with a splashguard / sprayhood in accordance with ISO 12402 – 8, | MoMu0 |
| i) Fitted with a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority) | MoMu0 |
| <i>It is strongly recommended that a lifejacket has:</i> | |
| j) a splashguard / sprayhood See ISO 12402 – 8, | MoMu1,2,3,4 |
| k) a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority) | MoMu1,2,3,4 |
| l) if of a gas inflatable type, a spare cylinder and if appropriate a spare activation head | MoMu1,2,3,4 |
| 5.01.2 For every gas inflatable lifejacket a spare cylinder and if appropriate a spare activation head shall be carried. | MoMu0 |
| 5.01.3 Each yacht shall carry a spare lifejacket or lifejacket(s) as required in OSR 5.01.1 sufficient for at least 10% of the total number of persons on board (minimum one spare lifejacket). At least one of the required spare lifejacket(s) shall be a semi - automatic for use in man overboard recovery. | MoMu0 |
| 5.01.4 The person in charge shall personally check each lifejacket at least once annually. | ** |

5.02 Safety Harness and Safety Lines (Tethers)

Amendment: delete 5.02.1 and insert:

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. | MoMu0,1,2,3 |
| <i>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.</i> | MoMu0,1,2,3 |

Amendment: delete 5.02.5 (b) and insert:

- | | |
|---|-------------|
| 5.02.5 b) <i>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.</i>
Note: Before the end of 03/10 ISAF will publish recommended minimum breaking strains which for equipment purchased on or after 01/11 will be mandatory. Effective January 2011, a | MoMu0,1,2,3 |
|---|-------------|

harness shall be fitted with crotch or thigh straps.

5.07 Survival Equipment

Amendment : ISO reference numbers changed.

5.07.1 One set of Survival Equipment shall be supplied to each crew member to include:- MoMu0

- a) an immersion suit (attention is drawn to EN ISO 15027-1 constant wear suits, and EN ISO 15027-2 abandonment suits and the LSA Code Chapter II, 2,3); MoMu0

SECTION 6 – TRAINING

6.05 Medical Training

Amendment Effective 1 January 2010 Delete 4.08.4 and Renumber as 6.05.2

6.05.2	At least two members of the crew	MoMu1
	At least one member of the crew	MoMu2
	shall hold a current Senior First Aid Certificate or equivalent and should be familiar with the management of medical emergencies that may occur at sea including Hypothermia, and radio communications operations for obtaining medical advice by radio.	-
	Each of these crew members shall also have undertaken the training required by OSR 6.01.	-

Amendment Effective 1 January 2010 Delete 4.08.5 and Renumber as 6.05.3

6.05.3	At least one member of the crew shall be familiar with First Aid procedures, hypothermia and relevant communications systems (see OSR 6.02.7, 6.03.3, 6.03.4)	**
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APPENDIX A part II

SPECIFICATIONS FOR YACHTSMEN'S INFLATABLE LIFERAFTS

This Appendix is available on www.sailing.org/specialregs and is not published in the booklet.

PART ONE PURPOSE, CONSTRUCTION and GENERAL

1.1.1	strength of build	
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Amendment: Add second sentence:

		<i>Note: As of date of this publication, a test for this requirement is not currently specified. To assure compliance we recommend the test in the LSA Code, Testing and Evaluation of Life-Saving Appliances, Part I, 5.5 Mooring out tests, modified from 30 to 20 days.</i>
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Amendment: Delete present regulation and insert:

1.4	drop height	The liferaft shall be so constructed that when it is dropped into the water (while packed) from a height of 6m, the liferaft and its equipment will operate satisfactorily.
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Amendment: Delete present regulation and insert:

1.9	ventilation	The canopy shall be capable of admitting sufficient air for the occupants at all times, even with the entrances fully closed.
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2.0 PART TWO TESTING

2.4	flooding resistance test	
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Amendment: Add at end of section .1 :

		“*see OSR Appendix A Part II, 1.3 “
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4.0 PART FOUR EQUIPMENT PACKED INSIDE RAFT

4.10	torches	
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Amendment: Add at end of paragraph:

		“Torches that are not sealed-for-life are unacceptable.”
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5.0 PART FIVE - GRAB BAG

Amendment: Add:

“See ISAF Offshore Special Regulation 4.21.3.”

Appendix G - Training

Part A - Session 6 Man overboard prevention and recovery

6.1 Prevention

Add new paragraph:

- “ .6 encourage the use of shorter safety line and in particular lines with mid-line clips as being most adaptable (highlighting issues with being towed in the water at speed while in a harness and how a shorter line (less than 1m) both aids recovery and reduces potential risk particularly on high performance boats) “

Appendix G

Part D - Guidelines for an Offshore Personal Survival Refresher Course

For sailors whose certificates have expired, a refresher training course of about 8 hours training may be arranged. It should contain these sessions:

- Session 1** (1 hr) Update on recent changes in Offshore Special Regulations, national relevant documents or any other changes of importance
- Session 2** (1 hr) Update on new safety equipment
- Session 3** (1 hr) Update on recent lessons learned from fatal accidents and incidents in offshore races
- Session 4** (1 hr) Update on national/regional changes in Maritime Search and Rescue organisations, resources, locations etc as well as in relevant meteorological services
- Session 5** (2 hrs) In water training with life vests, liferafts, lifeslings etc
- Session 6** (1½ hrs) Medical and/or fire-fighting training as appropriate regarding national regulations.
- Session 7** (½ hr) Written exam

Detailed contents are to be developed by the appropriate Member National Authority. After the course has been passed with accepted written exam, a new certificate for another five year period may be issued.

Appendix K – Moveable and Variable Ballast

1 Stability

1.1 Boat Condition

In the calculation of stability data:

Amend (a) to read:

- (a) “Deck and other enclosed volume above the sheerline and cockpit volume shall be taken into account.”

1.2 General Standards

Amend to read:

“ In the assessment of ISO category for yachts fitted with moveable and/or variable ballast, ISO 12217-2, paragraph 6.1.4 b) shall not apply. Boats shall comply with paragraphs 6.2.3, 6.3.1 and 6.4. Calculations shall be for the ballast condition that results in the most adverse result when considering each individual stability requirement. ISO 12217-2 Annex C, paragraph C.3.3, first sentence, the word ‘may’ is replaced with ‘shall’. ISO 12217-2 Annex C, paragraph C.3.4 shall not be used in the calculation of righting lever.”

1.3 Knockdown Recovery

Amend first two sentences to read:

“Boats with moveable/variable ballast shall comply with the following minimum values of Knockdown Recovery Factor (FKR) calculated in accordance with ISO 12217-2 paragraph 6.4.4 with the modification that the reference to ISO 8666 paragraph 5.5.2 changed to incorporate actual mainsail area and centre of effort. The lesser of FKR₉₀ and FKR₉₀ shall be used: “

Add new Appendix M

Appendix M

M	Hull Construction Standards (Scantlings) (Monohulls pre-2010 and Multihulls)	MoMu0,1,2												
M.1	A yacht with Age or Series Date before the 1 January 2010 shall comply with OSR 3.03.1, 3.03.2 and 3.03.3 or with this appendix. Table 2 <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;">LOA</th> <th style="width: 35%;">earliest of age or series date</th> <th style="width: 35%;">race category</th> </tr> </thead> <tbody> <tr> <td>all</td> <td>January 1986 and after</td> <td>MoMu0,1</td> </tr> <tr> <td>12m (39.4 feet) and over</td> <td>January 1987 and after</td> <td>MoMu2</td> </tr> <tr> <td>under 12m (39.4 feet)</td> <td>January 1988 and after</td> <td>MoMu2</td> </tr> </tbody> </table>	LOA	earliest of age or series date	race category	all	January 1986 and after	MoMu0,1	12m (39.4 feet) and over	January 1987 and after	MoMu2	under 12m (39.4 feet)	January 1988 and after	MoMu2	MoMu0,1,2
LOA	earliest of age or series date	race category												
all	January 1986 and after	MoMu0,1												
12m (39.4 feet) and over	January 1987 and after	MoMu2												
under 12m (39.4 feet)	January 1988 and after	MoMu2												
M.2	A yacht defined in the table above shall have been designed, built, maintained, modified and repaired in accordance with the requirements of either:	MoMu0,1,2												

a)	the EC Recreational Craft Directive for Category A (having obtained the CE mark), or	MoMu0,1,2
b)	the ABS Guide for Building and Classing Offshore Yachts in which case the yacht shall have on board either a certificate of plan approval issued by ABS, or written statements signed by the designer and builder which confirm that they have respectively designed and built the yacht in accordance with the ABS Guide,	MoMu0,1,2
c)	ISO 12215 Category A, with written statements signed by the designer and builder which confirm that they have respectively designed and built the yacht in accordance with the ISO standard,	MoMu0,1,2
d)	except that a race organizer or class rules may accept when that described in (a), (b), or (c) above is not available, the signed statement by a naval architect or other person familiar with the standards listed above that the yacht fulfills the requirements of (a), (b), or (c).	MoMu0,1,2
M.3	Any significant repairs or modifications to the hull, deck, coachroof, keel or appendages, on a yacht defined in table 2 shall be certified by one of the methods above and an appropriate written statement or statements shall be on board.	MoMu0,1,2

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