ISAF OFFSHORE SPECIAL REGULATIONS 2008 - 2009
2009 AMENDMENT SHEET

The ISAF Offshore Committee approved the following amendments to the Special Regulations to be effective 1st January 2009 except where otherwise stated.

3.03 – Hull Construction Standards (Scantlings)

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

3.03 Hull Construction Standards (Scantlings) — **Category MoMu0,1,2**

Table 2

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

3.03.1 — MoMu0,1,2

(a) A yacht of less than 24m in hull length (measured in accordance with ISO 8666) with Age or Series Date on or after 1 June 2009 shall have:

- 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) A yacht of 24m in hull length and over (measured in accordance with ISO 8666) with Age or Series Date on or after 1 June 2009 shall have:

- 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) A yacht of less than 24m in hull length (measured in accordance with ISO 8666), irrespective of Age or Series Date, if subject to any significant repair or modification to the hull, deck, coachroof, keel or appendages on or after the 1 June 2009, shall have

- 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), irrespective of Age or Series Date, if subject to any significant repair or modification to the hull, deck, coachroof, keel or appendages on or after the 1 June 2009, 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 yacht with Age or Series Date on or before the 1 June 2009 shall comply with 3.03.1, 3.03.2 and 3.03.3 above or with appendix M to these OSR.

* 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 0.071m^2 (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 0.071m^2 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

3.13 Watertight Bulkheads

Amendment: Effective 1 January 2010, Delete present OSR 3.13.3 and insert:

3.13.3 A yacht shall have at least two watertight transverse main bulkheads (in addition to "crash" bulkheads at bow or stern) Mo0

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) An access hatch should be capable of being securely shut within 5 seconds 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. **

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 remainder of their service lives, although it is *strongly recommended that they be changed for sealed batteries as soon as possible.* — MoMu0

c) It is recommended that consideration be given to the installation of sealed batteries, noting however that a — MoMu1,2,3

special charging device may be specified by the battery manufacturers

3.29 – Communications Equipment, EPFS (Electronic Poistion-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

4.05.4 Amendment Effective 1 January 2009 Add:

4.05.4	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 and Renumber as 6.05.2 Medical Training

~~4.08.4~~ **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.	-

4.08.4 Amendment Effective 1 January 2010 Delete and Renumber as 6.05.3

~~4.08.5~~ **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)	**

4.08.5 Amendment: Effective 1 January 2010 Delete

~~4.08.5~~	~~Medical training – See OSR 6.05~~	~~MoMu0~~

4.26 – Storm and Heavy Weather Sails

Amendment: Effective 1 January 2010 delete present rule and insert:

4.26.4 (c)	a storm trysail which shall be capable of being sheeted independently of the boom with area not greater than **12%** mainsail luff length x mainsail foot length. The storm trysail shall have neither headboard nor battens, however a storm trysail is not required in a yacht with a rotating wing mast which can	MoMu1,2

adequately substitute for a trysail;

Amendment: Effective 1 January 2010 delete present rule and insert:

4.26.4 (e)	a storm jib of area not greater than **3.5%** height of the foretriangle squared, with luff maximum length **50%** height of the foretriangle;	MoMu1,2

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

APPENDIX A part II
SPECIFICATIONS FOR YACHTSMEN'S INFLATABLE LIFERAFTS

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

PART ONE PURPOSE, CONSTRUCTION and GENERAL

1.1.1	strength of build	

Amendment: Add second sentence:

		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.

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.

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.

2.0 PART TWO TESTING

2.4	flooding resistance test	

Amendment: Add at end of section .1 :

		*" *see OSR Appendix A Part II, 1.3 "*

Correction 060109 – 4.05.4 Fire extinguishers - Reference to Cat 4 deleted.

4.0 PART FOUR
EQUIPMENT PACKED INSIDE RAFT

4.10	torches	

Amendment: Add at end of paragraph:

		"Torches that are not sealed-for-life are unacceptable."

5.0 PART FIVE - GRAB BAG

Amendment: Add:
"See ISAF Offshore Special Regulation 4.21.3."

Appendix G - Training
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 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 FKR_{90} and FKR_{-90} shall be used: "

Add new Appendix M
Appendix M

M ~~3.03~~ Hull Construction Standards (Scantlings) MoMu0,1,2

M.1 **A yacht laid down or with a series date on or before the 1 June 2009 shall comply with ORS 3.03.1, 3.03.2 and 3.03.3 or with this appendix.**

Table 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

MoMu0,1,2

M.2 ~~3.03.1~~ 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 ~~3.03.2~~ 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