

Submission: **SR26 – 15**

Offshore Special Regulations Category 5

Category 5

A submission from the Working Party Reviewing OSR Categories 4 and 5

Purpose or Objective

To delete the existing category 5 entirely and replace it with a simplified more appropriate version.

Proposal

Delete OSR Appendix J entirely and replace it.

Note: Noting the complete deletion of the current Regulation, for reasons of clarity, the usual convention of showing new text **underlined** and deleted text ~~struckthrough~~ has not been followed.

APPENDIX J
Safety Regulations for inshore racing

Special Regulations for inshore racing are intended for use in short races, close to shore in relatively warm and protected waters where adequate shelter and/or effective rescue is available all along the course, held in daylight only.

All the items relevant to Special Regulations for inshore racing are shown in Appendix J.

Part A Basic

The following regulations shall be observed:-

Regulation	Item
1.02	Responsibility of Person in Charge 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.
2.03.1	Suitability of equipment 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.
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.

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Part B Portable Equipment

The following shall be provided:-

Regulation	Item
3.23.5 (f)	One bucket of stout construction with at least 9 litres capacity plus a lanyard.
3.24.1 (b)	One compass (a hand-held is acceptable).
4.05.1	One fire extinguisher if electrical system (other than self- contained instrumentation), engine or stove on board.
4.06.1	One anchor.
4.08.2	First aid kit.
4.22.1 (a)	A lifebuoy with a drogue, or a lifesling without a drogue. Marine grade retro-reflective tape shall be fitted.
4.24	A heaving line of length 15m-25m (50ft-75ft) readily accessible to the cockpit.
4.25	A knife readily accessible to the cockpit.
5.01.1	Each crew member shall have a personal flotation device as follows: (a) equipped with a whistle, (b) fitted with marine grade retro-reflective tape, (d) if inflatable, regularly checked for air retention, (e) clearly marked with yacht's or wearer's name. Unless otherwise specified by a boat's applicable class rules or by sailing instructions, personal flotation devices shall have at least 150N buoyancy, arranged to securely suspend an unconscious man face upwards at approximately 45 degrees to the water surface.

Current Position

**CATEGORY 5 SPECIAL REGULATIONS
for inshore races**

Category 5 Special Regulations are intended for use in short races, close to shore in relatively warm and protected waters where adequate shelter and/or effective rescue is available all along the course, held in daylight only.

With the exception of recommended item 3.14 pulpits etc. for which see the main body of Special Regulations, all the items relevant to Category 5 are shown in Appendix J.

Category 5 - Part A Basic

The following regulations shall be observed:-

Regulation	Item
1.02	Responsibility of Person in Charge 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.
2.03.1	suitability of equipment

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	<p>All equipment required by Special Regulations shall:-</p> <ul style="list-style-type: none"> 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..
3.08	<p>hatches & companionways</p> <p>3.08.1 No hatch forward of the maximum beam station shall open inwards excepting ports having an area of less than 0.071m² (110 sq in).</p> <p>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 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</p> <p>3.08.3 A hatch shall be:</p> <ul style="list-style-type: none"> a) permanently attached b) capable of being firmly shut immediately, and remaining firmly shut in a 180 degree capsized (inversion) c) and on monohulls so arranged as to be above the water when the hull is heeled 90 degrees. Hatches over lockers that open to the interior of the vessel shall be included in this requirement. A yacht may have a maximum of four (two on each side of centerline) hatches that do not conform to this requirement, provided that the opening of each is less than 0.071 sq m (110 sq in). Effective for boats of a series begun after January 1, 2009, a written statement signed by the designer or other person who performed the downflooding analysis shall be carried on board. For purposes of this rule the vessel's displacement condition for the analysis shall be the Light Craft Condition LCC (in conformity with 6.3 of the EN ISO 8666 standard and 3.5.1 of the EN ISO12217-2 standard). (Monohulls Only) <p>3.08.4 A companionway hatch shall:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> 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 <p>3.08.5 On monohulls 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:</p> <ul style="list-style-type: none"> a) the companionway sill shall not extend below the local sheerline. Or b) be in full compliance with all aspects of ISO 11812 to design category A <p>3.08.6 On monohulls 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</p> <p>3.08.7 On multihulls the companionway hatch extending below the local sheerline and shall comply with either (a) or (b):</p> <ul style="list-style-type: none"> (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) A companionway hatch shall be in compliance with ISO 11812 – Watertight

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	cockpits and quick-draining cockpits to design category B
3.09	cockpits
	<p>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.</p> <p>3.09.2 cockpits must be essentially watertight, that is, all openings to the hull must be capable of being strongly and rigidly secured</p> <p>3.09.3 a bilge pump outlet pipe or pipes shall not be connected to a cockpit drain</p> <p>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)</p> <p>3.09.5 a bow, lateral, central or stern well shall be considered a cockpit for the purposes of 3.09</p> <p>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</p> <p>3.09.7 Cockpit volume</p> <p>i) <i>age or series date before 4/92:-</i> the total volume of all cockpits below lowest coamings shall not exceed 9% (LWL x maximum beam x freeboard abreast the cockpit).</p> <p>ii) <i>age or series date 4/92 and after:-</i> as in (i) above 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</p> <p>iii) <i>IMS-rated boats may use instead instead of LWL, maximum beam, freeboard abreast the cockpit; the IMS terms L, B and FA.</i></p> <p>Cockpit drains Cockpit drain cross section area (after allowance for screens if fitted) shall be:-</p> <p>i) 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 (one inch) unobstructed openings or equivalent</p> <p>ii) in yachts with earliest of age or series date 1/72 and later - at least that of 4 x 20mm (3/4 inch) unobstructed openings or equivalent</p>
4.01.	sail numbers
1	Yachts which are not in an ISAF International Class or Recognized Class shall comply with RRS 77 and RRS Appendix G as closely as possible, except that sail numbers allotted by a State authority are acceptable

Category 5 - Part B Portable Equipment The following shall be provided:-

Regulation	Item
3.23.5 (e)	one manual bilge pump
3.23.5 (f)	One bucket of stout construction with at least 9 litres (2 UK gallons, 2.4 US gallons) capacity plus a lanyard.
3.24.1 (b)	One compass (a hand-held is acceptable).
4.05.1	One fire extinguisher required if electrical system, engine or stove on board.
4.06.1	One anchor.
4.17	Yacht's name on buoyant equipment.
4.22.1 (a)	A lifebuoy with a drogue, or a lifesling without a drogue. Marine grade retro-reflective tape shall be fitted.
4.24	A heaving line shall be provided of length 15m-25m (50ft-75ft) readily accessible to the cockpit or helm.
5.01.1	Each crew member shall have a lifejacket as follows:

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	(a) equipped with a whistle, (b) fitted with marine grade retro-reflective tape, (d) if inflatable, regularly checked for air retention, (e) clearly marked with yacht's or wearer's name.
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Category 5 - Part C Recommendations

Regulation	Item
3.14	<i>pulpits, stanchions, lifelines -see main text of Special Regulations 3.14 etc.</i>
4.01.2	<i>sail numbers for display when sails are down</i>
4.07.1 (a)	<i>a flashlight</i>
4.08.2	<i>a first aid kit</i>
4.11.1	<i>a waterproof chart</i>
4.13	<i>an echo sounder or lead line</i>
4.16	<i>tools and spare parts</i>
4.24 a	<i>"throwing sock" type of heaving line – see Appendix D</i>
4.26.9	<i>mainsail reefing to reduce the luff by at least 60%, or a storm trysail as in 4.26.6.</i>
5.01.2	<i>lifejacket equipment or attribute: (a) a lifejacket light in accordance with SOLAS LSA code 2.2.3 (white, >0.75 candelas, > 8 hours) (b) at least 150N buoyancy, arranged to securely suspend an unconscious man face upwards at approximately 45 degrees to the water surface, in accordance with EN396 (ISO 12402) or near equivalent (c) a crotch strap or thigh straps (d) a splashguard: see EN394. (e) if inflatable, supplied with a compressed gas inflation system</i>

Reason

1. See the report of the Working Party, Item 6(d)(ii)
Cat 5 2016 (3) MJU 150713.
2. Specific attention is drawn to the proposed deletion of OSR 3.23.5 (e) requiring a bilge pump. The WP is split on the need for this requirement. It is argued that many modern 'sportsboats' are not fitted with a bilge pump as standard and that in the context of boats of this type that this is appropriate. Requiring such boats to fit a bilge pump would be an unnecessary and wasted expense for their owners. Conversely, there are other boats that are fitted with and do need a bilge pump.

From a wholly safety perspective, a bilge pump should be a requirement. This might however deter Organising Authorities from invoking Special Regulations for inshore racing entirely.

It is also noted that if the fundamental design and nature of a boat requires a bilge pump, then it is a matter for the owner to fit one.

The WP would be happy to accept a friendly amendment to reinstate OSR 3.23.5 (e) if that is the considered opinion of Special Regulations Sub-committee.