

Discussion Paper on Category 1 and 2

This paper seeks to highlight the limited difference between Category 1 and 2 to start a discussion. The following are the only mandatory (e.g. not including recommendations) difference between Category 1 and 2 monohull.

3.21.1	Drinking Water Tanks	MoMu0,1,2,3
a)	A yacht shall have a permanently installed delivery pump and water tank(s):	MoMu0,1,2,3
i	dividing the water supply into at least three compartments	MoMu0
ii	dividing the water supply into at least two compartments	MoMu1
6.05	Medical Training	MoMu0
6.05.1	At least one member of the crew shall have a valid STCW 95 A-VI/4-2 (Proficiency In Medical Care) certificate or equivalent	MoMu0
6.05.2	In addition to 6.05.1 another member of the crew	MoMu0
	At least two members of the crew	MoMu1
	At least one member of the crew	MoMu2
	shall have a first aid certificate completed within the last five years meeting any of the following requirements:	
i	A certificate listed on the ISAF website www.sailing.org/specialregs of MNA recognised courses	
ii	STCW 95 First Aid Training complying with A-VI/1-3 – Elementary First Aid or higher STCW level	

In addition for boats prior to 1992

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 6% (LWL x maximum beam x freeboard abreast the cockpit).	Extract
	the total volume of all cockpits below lowest coamings shall not exceed 9% (LWL x maximum beam x freeboard abreast the cockpit).	File Only
		MoMu0,1
		Extract
		File Only
		MoMu2,3,4

There is a use for Category 1 in terms of long distance racing on production boats such as a number of transatlantic races. Category 0 is more for boats commissioned and specifically designed for Oceanic Racing. These design requirements in particular cannot be expected on a mass produced production cruiser/racer.

A review may consider:

- incorporating some Category 0 fit-out requirements into Category 1
- the removing of some of the fit-out requirements from Category 2

The large jump in requirements between Category 2 and 3 could be seen as the reason for so many Category 3+liferaft events. Having a more gradual step in requirements would serve race organisers better. If this leads to a slight reduction in Category 2 requirements and therefore some of the races organisers moving from Category 2 to Category 1 race then this shouldn't be seen as an issue.

It is recommended a Working Party is formed to consider the issues raised and produce a proposal.