

2014-15 OSR Recommendations that have been removed from OSR 2016-17

Where appropriate these recommendations will be re-located to a revised version of the Guide to Offshore Personal Safety

| 2014-15 OSR No. | Text | Category |
|-----------------|---|-------------------|
| 3.03.5 | Regular inspection of the keel and keel/hull attachment structure are strongly recommended | Mo0,1,2,3,4 |
| 3.04.5 | A race organizer should require compliance with a minimum stability rule or suitable stability standard. | Mo4 |
| 3.04.6 | Use of the ISO or any other index does not guarantee total safety or total freedom of risk from capsizing or sinking. | Mo0,1,2,3,4 |
| 3.05 | Attention is drawn to ISO 1217-2. | Mo0,1,2,3,4 |
| 3.06.3 | when first launched prior to January 2014, if possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(i); | Mo0,1,2,3,4 |
| 3.07.2 ii | when first launched prior to January 2013, if possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(i); | Mo0,1,2,3,4 |
| 3.07.2 f) | In a catamaran with a central keel, 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 | Mo0,1,2,3,4 |
| 3.09.7 note | IMS-rated boats may instead of the terms LWL, maximum beam, freeboard abreast the cockpit, use the IMS terms L, B and FA. | Mo0,1,2,3,4 |
| 3.13.5 a) | An access hatch should be capable of being securely shut within 5 seconds | Extract ** |
| 3.13.6 | It is strongly recommended that: | Mo0 |
| a) | an extreme end "crash" bulkhead should be provided at the stern. If practicable the aft "crash" bulkhead should be forward of the rudder post. | Mo0 |
| b) | after flooding any one major compartment, a yacht should be capable of providing shelter and sustenance for a full crew for 2 weeks in an essentially dry compartment having direct access to the deck | Mo0 |
| c) | compartments between watertight bulkheads should be provided with a means of manually pumping out from within the hull from a position outside the compartment | Mo0 |
| 3.14.3 m) | Pulpits, Stanchions, Lifelines It is strongly recommended that designs also comply to ISO 15085 | -- |
| 3.14.6 | Lifeline Minimum Diameters, Required Materials, Specifications | |
| d) | When stainless wire is used, Grade 316 is recommended. | |
| 3.15 | Multihull Nets or Trampolines | |
| 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 | Mu0,1,2,3,4 |
| 3.21.3 | Emergency Drinking Water | MoMu0,1,2,3 |
| e) | All drinking water and any desalination units should be so arranged that drinking water is readily accessible when the yacht is inverted. | Mu0 |
| 3.29 | Communications Equipment, EPFS (Electronic Position-Fixing System), Radar, AIS | -- |
| b) ii) | the following types and lengths of co-axial feeder cable will meet the requirements of OSR 3.29.1 (b)(i): (a) up to 15m (50ft) - type RGBX ("mini 8"); (b) 15-28m (50-90ft) - type RGBU; (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). | MoMu0,1,2,3 |
| b) 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) | MoMu0,1,2,3 |
| g) | It is strongly recommended that a hand-held watertight transceiver operating on one or more aviation frequencies including 121.5MHz should be provided. This will enable communications between the yacht and aircraft on SAR duties, not all of which have maritime VHF. When not in use to be stowed in a grab bag (see OSR 4.21.2) | MoMu0 |
| c) | An AIS Transponder is recommended | MoMu0,3 |
| 3.29.2 | Yachts are reminded that no reflector, active or passive, is a guarantee of detection or tracking by a 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. | -- |
| 4.02 | SECTION 4 - PORTABLE EQUIPMENT & SUPPLIES for the yacht | |
| 4.02.1 b) | Hull marking (colour blaze) Each yacht is recommended to show at least 1 m ² of fluorescent pink or orange or yellow colour as far as possible in a single area on the coachroof and/or deck where it can best be seen | Mo0,1,Mu0,1,2,3,4 |
| 4.02.3 | Each yacht is recommended to show on each underwater appendage an area of highly-visible colour | MoMu0,1 |
| 4.04 | Jackstays, Clipping Points and Static Safety Lines | |
| 4.04.1 d) | 2kN (2,040 kgf or 4,500 lbf), min breaking strain webbing is recommended; | MoMu0,1,2,3 |
| 4.04.1 e) | at least two of which should be fitted on the underside of a multihull in case of inversion. | Mu0,1,2,3 |
| 4.04.2 | Clipping Points:- | |
| e) | Warning - U-bolts as clipping points - see OSR 5.02.1(a) | MoMu0,1,2,3 |
| 4.08 | First Aid Manual and First Aid Kit | -- |
| 4.08.1 | In the absence of a National Authority's requirement, the latest edition of one of the following is recommended:- | -- |
| a) | International Medical Guide for Ships, World Health Organisation, Geneva | MoMu0,1 |
| b) | First Aid at Sea, by Douglas Justins and Colin Berry, published by Adlard Coles Nautical,London | MoMu0,2,3,4 |
| c) | Le Guide de la medecine 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 | MoMu0,2,3,4 |
| e) | Skipper's Medical Emergency Handbook by Dr Spike Briggs and Dr Campbell Mackenzie www.mso.org.uk | -- |
| 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. | -- |
| 4.11 | Navigation Equipment | |
| 4.11.2 | Reserve Navigation System Navigators are recommended to carry a sextant with suitable tables and a limbpiece or an adequate reserve navigation system so that total reliance is not placed on dead-reckoning and a single form of EPFS (Electronic Position-Fixing System) (see Volpe Report at www.navcen.uscg.gov/archive/2001/Oct/FinalReport-v4.6.pdf) | MoMu0,1 |
| 4.19 | EPIRBs | |
| 4.19.1 b) | It is recommended that a 406 MHz EPIRB should include an internal GPS, and also a 121.5MHz transmitter for local homing. | MoMu0,1,2 |
| 4.19.1 e) | A list of registration numbers of 406 EPIRBs should be notified to event organizers and kept available for immediate use. | MoMu0,1,2 |
| 4.19.1 f) | Consideration should be given to the provision of a locator device (e.g. an "Argos" beacon) operating on non - SAR frequencies, to aid salvage if a yacht is abandoned. | MoMu0,1,2 |
| 4.19.1 g) | See OSR 3.29.1(e) for on-board D/F and OSR 5.07.1(b) for personal EPIRBs (PLBs) | MoMu0 |
| 4.20.4 | Liferaft Launching | MoMu0,1,2 |
| b) | Each liferaft of more than 40kg weight should be stowed in such a way that the liferaft can be dragged or slid into the sea without significant lifting | MoMu0,1,2 |
| 4.21.2 | Grab Bags to Accompany Liferafts | MoMu0,1,2 |
| a) | A yacht is recommended to have for each liferaft, a grab bag with the following minimum contents. A grab bag should have inherent flotation, at least 0.1 m ² area of fluorescent orange colour on the outside, should be marked with the name of the yacht, and should have a lanyard and clip. | MoMu0,1,2 |
| b) | Note: It is not intended to duplicate in a grab bag items required by other OSRs to be on board the yacht - these recommendations cover only the stowage of those items | MoMu0,1,2 |
| 4.21.3 | Grab Bag Recommended Contents | |
| a) | 2 red parachute and 2 red hand flares and cyalume-type chemical light sticks (red flares compliant with SOLAS) | MoMu0,1,2 |
| b) | watertight hand-held EPFS (Electronic Position-Fixing System) (eg GPS) in at least one of the grab bags carried by a yacht | MoMu0,1,2 |
| c) | SART (Search and Rescue Transponder) in at least one of the grab bags carried by a yacht | MoMu0,1,2 |
| d) | a combined 406MHz/121.5MHz EPIRB registered to the boat (see OSR 4.19.1) in at least one of the grab bags | MoMu0,1,2 |
| e) | water in re-sealable containers or a hand-operated desalinator plus containers for water | MoMu0,1,2 |
| f) | a watertight hand-held marine VHF transceiver plus a spare set of batteries | MoMu0,1,2 |
| g) | a watertight flashlight with spare batteries and bulb | MoMu0,1,2 |
| h) | dry suits or thermal protective aids or survival bags | MoMu0,1,2 |
| i) | second sea anchor for the liferaft (not required if the liferaft has already a spare sea anchor in its pack) (recommended standard ISO 17339) with swivel and >30m line diameter >9.5 mm | MoMu0,1,2 |
| j) | two safety tin openers (if appropriate) | MoMu0,1,2 |
| k) | first-aid kit including at least 2 tubes of sunscreen. All dressings should be capable of being effectively used in wet conditions. The first-aid kit should be clearly marked and re-sealable. | MoMu0,1,2 |
| l) | signalling mirror | MoMu0,1,2 |
| m) | high-energy food (min 10 000kJ per person recommended for Cat Zero) | MoMu0,1,2 |
| n) | nylon string, polythene bags, seasickness tablets (min 6 per person recommended) | MoMu0,1,2 |
| o) | watertight hand-held aviation VHF transceiver (if race area warrants) | MoMu0,1,2 |
| p) | water in re-sealable containers and a hand-operated desalinator | MoMu0 |
| q) | hand-held satellite telephone with waterproof cover and internal batteries | MoMu0 |
| r) | strobe light | MoMu0 |
| s) | medical supplies including any for pre-existing medical conditions of any crew member | MoMu0 |
| t) | spare unbreakable spectacles for any crew members needing them | MoMu0 |
| u) | wet notebook with captive pencil | MoMu0 |
| v) | powerful whistle (operated by mouth) | MoMu0 |
| w) | 6 red SOLAS compliant parachute flares, 3 white parachute flares, 2 orange SOLAS compliant smoke flares, cyalume-type light sticks | MoMu0 |
| x) | a watertight, high-powered torch (flashlight) with spare batteries and bulbs | MoMu0 |
| y) | watertight hand-held EPFS (Electronic Position-Fixing System) (e.g. GPS) | MoMu0 |
| z) | SART (Search and Rescue Transponder) | MoMu0 |
| 4.21.4 | Swimmer of the Watch Bag | MoMu0 |
| a) | It is recommended to keep a bag, stored ready for immediate use within reach of the main companionway hatch, to facilitate the recovery of a man overboard by a swimmer of the watch and containing:- | MoMu0 |
| b) | 50 metres of buoyant 8mm rope | MoMu0 |
| c) | a pair of swim fins | MoMu0 |
| d) | a semi-automatic life jacket | MoMu0 |
| e) | suitable clothing to effect a man overboard recovery in cold water | MoMu0 |
| 4.22 | Lifebuoys | |
| 4.22.5 | It is recommended that the colour of each lifebuoy be a safety colour in the yellow-red range. | -- |
| 4.24 | Heaving Line | -- |
| b) | the "Throwing sock" type is recommended - see Appendix D | -- |
| 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 | High Visibility | |
| b) | it is strongly recommended that the storm trysail should either be made of or have a patch of highly visible colour. | -- |
| 4.26.4 | The following shall be provided:- | |
| i) | A trysail track should allow for the trysail to be hoisted quickly when the mainsail is lowered whether or not the mainsail is stowed on the main boom. | MoMu0,1,2 |
| j) | It is strongly recommended that a boat has either a dedicated trysail track permanently installed with the entry point accessible to a person standing on the main deck or coachroof, or a permanently installed stay on which to hank the trysail. | MoMu0,1,2 |
| k) | It is strongly recommended that an inner forestay is provided either permanently installed or readily set up, on which to set the storm jib. | MoMu0,1,2 |
| 4.27 | Drogue, Sea Anchor | MoMu0,1 |
| 4.27.1 | A drogue for deployment over the stern, or alternatively a sea anchor or parachute anchor for deployment over the bow, complete with all gear needed to rig and deploy the sea anchor or drogue, is strongly recommended to withstand long periods in rough conditions (see Appendix F). | MoMu0,1 |
| 5.01 | Lifejacket | |
| 5.01.1 j) | It is strongly recommended that a lifejacket has a splashguard / sprayhood See ISO 12402 - 8, | MoMu0,1,2,3,4 |
| 5.02 | Safety Harness and Safety Lines (Tethers) | MoMu0,1,2,3 |
| 5.02.1 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. | MoMu0,1,2,3 |

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|------------|---|--|--|----------------------|
| 5.02.5 | <i>It is strongly recommended that:-</i> | | MoMu0,1,2,3 | |
| a) | <i>static safety lines should be securely fastened at work stations;</i> | | MoMu0,1,2,3 | |
| b) | <i>A harness should be fitted with a crotch strap or thigh straps.</i> | | MoMu0,1,2,3 | |
| c) | <i>to draw attention to wear and damage, stitching on harness and safety lines should be of a colour contrasting strongly with the surrounding material;</i> | | MoMu0,1,2,3 | |
| d) | <i>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 an emergency);</i> | | MoMu0,1,2,3 | |
| e) | <i>a crew member before a race should adjust a harness to fit then retain that harness for the duration of the race.</i> | | MoMu0,1,2,3 | |
| 5.02.6 | <i>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.</i> | | ** | |
| 5.04 | Foul Weather Suits | | | |
| b) | <i>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</i> | | ** | |
| 5.07 | Survival Equipment | | Mo0,1,2Mu0,1,2,3,4 | |
| 5.07.1 d) | <i>Attention is drawn to the value of keeping on the person a combined 406MHz/121.5MHz PLB when on deck: this may aid location in a man overboard incident independent of the equipment carried by the parent vessel</i> | | MoMu0,1,2 | |
| 5.07.2 | <i>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</i> | | Mu1,2,3,4 | |
| 6.01.3 | SECTION 6 - TRAINING | | MoMu1,2 | |
| 6.04 | <i>It is strongly recommended that all crew members should undertake training as in OSR 6.01 at least once every five years</i> | | ** | |
| 6.04.1 | Routine Training On-Board | | ** | 2016 changes |
| 6.04.1 | <i>It is recommended that crews should practice safety routines at reasonable intervals including the drill for man-overboard recovery</i> | | ** | 2016 changes |
| Appendix A | APPENDICES 2016 | | APPENDICES 2015 | |
| Appendix B | Moveable and Variable Ballast | | Liferaft Specification | Deleted |
| Appendix C | For Inshore Racing | | Guide to ISO Standards | Moved to App D |
| Appendix D | For Inshore Dinghy Racing | | Standard Inspection Card | Moved to App F |
| Appendix E | A guide to ISO and other Standards | | Quickstop and Lifesling | Move to GTOPS |
| Appendix F | World Sailing Code for the organisation of Oceanic Races | | Hypothermia | Moved to App J |
| Appendix G | Standard Inspection Card | | Drogues | Moved to App K |
| Appendix H | Model Training Course | | Training | |
| Appendix I | Model First Aid Training Course | | World Sailing Code for the organisation of Oceanic Races | Moved to App E |
| Appendix J | Hypothermia | | Category 5 for inshore racing | Moved to App B |
| Appendix K | Drogues and sea anchors | | Moveable and variable Ballast | Moved to App A |
| Appendix L | | | Category 6 for inshore racing | Moved to App C |
| Appendix M | | | Hull Construction Standards | Moved to OSR 3.03 |
| Appendix N | | | Model First Aid Training Course | Moved to App H |