Proposal Template: OSR
rev: OSR v2 06/06/2026

Name of Authorised Person:	Richard Hinterhoeller
Position:	Special Regulations sub-Committee Vice-Chair
Title of Proposal:	Deck Safety Harness and Tethers
Subtitle:	Offshore Special Regulations 5.02 and 2.04
Related proposals:	None

Proposal:

Marked-up Proposed Wording

Category	Rule number			Rule wording
				Each crewmember shall have:
	5.02			**Deck Safety Harness and Tethers**
MoMu0,1,2,3	5.02.1			A harness that complies with ISO 12401 or equivalent.
MoMu0,1,2,3	5.02.2			~~A t~~Tether(s) ~~that shall~~to connect the attachment point on the deck safety harness to the boat. This may be achieved by:
MoMu0,1,2,3		a)		~~comply with ISO 12401 or equivalent~~two 2-point tethers, one of which is not greater than 2 m (6'-6"), and the other not greater than 1 m (3'-3"), or,
MoMu0,1,2,3		b)		~~not exceed 2 m (6'-6") including the length of the hook(s),~~one 3-point tether which provides effective distances between the harness and the boat, not greater than 2 m (6'-6") and 1 m (3'-3").
~~MoMu0,1,2,3~~		~~c)~~		~~have self-closing hook(s),~~
~~MoMu0,1,2,3~~		~~d)~~		~~have overload indicator flag embedded in the stitching, and~~
~~MoMu0,1,2,3~~		~~e)~~		~~be manufactured after 2000.~~
MoMu0,1,2,3	5.02.3			~~either~~A tether shall:
MoMu0,1,2,3		a)		~~a tether not exceeding 1 m (3'-3") including the length of the hook(s), or~~meet ISO 12401 or equivalent,
MoMu0,1,2,3		b)		~~an intermediate self-closing hook on a 2 m (6'-6") tether.~~have either:
MoMu0,1,2,3			i	one loop and self-closing hook(s) at the other point(s), or
MoMu0,1,2,3			ii	self-closing hooks at all points,
MoMu0,1,2,3		c)		have an overload indicator,
MoMu0,1,2,3		d)		be manufactures after 2000.
MoMu0	5.02.4			a boat shall carry spare harnesses and tethers as required in OSR 5.02 above sufficient for at least 10% of the crewmembers (minimum one unit).
~~MoMu0,1,2,3~~	~~5.02.5~~			~~A tether which has been overloaded shall be replaced.~~
	2.04			**General Requirements**
**	2.04.1			All equipment required by OSR shall:

**		a)		function properly,
**		b)		be regularly checked, cleaned and serviced,
**		c)		if it has an expiry date, it will not have exceeded its expiry date whilst racing,
**		d)		be replaced if it has been damaged or overloaded,
**		~~d~~e)		when not in use to be stowed in conditions which minimise deterioration,
**		~~e~~f)		be readily accessible, and
**		~~f~~g)		be of a type, size and capacity suitable and adequate for the intended use and size of the boat.

Final Proposed Wording

Category	Rule number			Rule wording
				Each crewmember shall have:
	5.02			**Deck Safety Harness and Tethers**
MoMu0,1,2,3	5.02.1			A harness that complies with ISO 12401 or equivalent.
MoMu0,1,2,3	5.02.2			Tether(s) to connect the attachment point on the deck safety harness to the boat. This may be achieved by:
MoMu0,1,2,3		a)		two 2-point tethers, one of which is not greater than 2 m (6'-6"), and the other not greater than 1 m (3'-3"), or,
MoMu0,1,2,3		b)		one 3-point tether which provides effective distances between the harness and the boat, not greater than 2 m (6'-6") and 1 m (3'-3").
MoMu0,1,2,3	5.02.3			A tether shall:
MoMu0,1,2,3		a)		meet ISO 12401 or equivalent,
MoMu0,1,2,3		b)		have either:
MoMu0,1,2,3			i	one loop and self-closing hook(s) at the other point(s), or
MoMu0,1,2,3			ii	self-closing hooks at all points,
MoMu0,1,2,3		c)		have an overload indicator,
MoMu0,1,2,3		d)		be manufactures after 2000.
MoMu0	5.02.4			a boat shall carry spare harnesses and tethers as required in OSR 5.02 above sufficient for at least 10% of the crewmembers (minimum one unit).
	2.04			**General Requirements**
**	2.04.1			All equipment required by OSR shall:
**		a)		function properly,
**		b)		be regularly checked, cleaned and serviced,
**		c)		if it has an expiry date, it will not have exceeded its expiry date whilst racing,
**		d)		be replaced if it has been damaged or overloaded,
**		e)		when not in use to be stowed in conditions which minimise deterioration,
**		f)		be readily accessible, and
**		g)		be of a type, size and capacity suitable and adequate for the intended use and size of the boat.

Proposal Template: OSR

Header will be edited by the Executive Office

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Proposal Number: OOC-2026-002

Reasons:

The current wording causes confusion among boat owners and inspectors. The proposal seeks to simplify and make the rule clearer.

Expected impact on owners/participants:

The expectation is that owners and participants will have a clearer understanding of regulation's intent.

Expected impact/s on existing boats:

No impact for boats currently meeting the regulation.

Expected impact/s on manufacturers or training providers:

No impact on manufacturers since this change is merely clarifying that the products they produce which meet ISO 12401 meet the regulation.

Expected impact/s on Organising Authorities:

None – the regulation has been clarified but not changed.

Implementation/mitigation:

None – the regulation has been clarified but not changed.