

**Offshore Special Regulations Amendment  
to the 2014-2015 Edition  
effective from the 1<sup>st</sup> January 2014**



**Rule 3.03.5**

**New Rule:**

<u>3.03.5</u>	<u>Regular inspections of the keel and keel/hull attachment structures are strongly recommended.</u>	<u>Mo0,1,2,3,4</u>
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**Rule 3.04**

**Amendment:**

<b>3.04</b>	<b>Stability - Monohulls</b>			<b>Mo0,1,2,3,4</b>
3.04.1	Either with, or without, reasonable intervention from the crew a yacht shall be capable of self-righting from an inverted position. Self-righting shall be achievable whether or not the rig is intact.			Mo0
	a) When there is a moveable or variable ballast system, written instructions on how to right the boat after a capsize shall be prominently and clearly displayed. All persons on board shall have a thorough knowledge of the righting procedures			Mo0
3.04.2	A yacht shall be designed and built to resist capsize.			Mo0,1,2,3,4
<del>3.04.3</del>	<del>A race organizer should require compliance with a minimum stability or stability/buoyancy index. Attention is drawn to the stability index in the ORC Rules and Regulations.</del>			<del>Mo0,1,2,3,4</del>
<u>3.04.3</u>	<u>Yachts shall demonstrate compliance with ISO 12217-2*, either by EC Recreational Craft Directive certification (having obtained the CE mark) or the designer's declaration, for the race categories as follows:</u>			<u>Mo0,1,2,3</u>
	OSR Category	0,1,2	3	
	ISO Design Category	A	B	
	<u>* The latest effective version of ISO 12217-2 should be used unless the yacht was already designed to a previous version.</u>			
<del>3.04.4</del>	<del>ISO 12217-2 may be used as a guide to general suitability for competition in Special Regulations race categories as follows:</del>			<del>Mo0,1,2,3,4</del>
<u>3.04.4</u>	<u>For yachts which cannot demonstrate compliance in accordance with 3.04.3, a yacht shall provide, as specified by the race organiser, either:</u>			<u>Mo0,1,2,3</u>
	<u>a) the stability index/AVS in ORC Rating System or</u>			
	<u>b) IRC SSS Base value or</u>			
	<u>c) STIX and AVS values as below</u>			

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	<u>OSR Category</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	
	<u>ORC Stability Index min</u>	<u>120</u>	<u>115</u>	<u>110</u>	<u>103</u>	
	<u>SSS Base Value min.</u>	<u>35</u>		<u>28</u>	<u>15</u>	
	<u>STIX min.</u> <u>AVS min.</u>	<u>32</u> <u>130-0.002*m</u>			<u>23</u> <u>130-</u> <u>0.005*</u> <u>m</u>	
	<u>Where "m" is the mass of the boat in the minimum operating condition as defined by ISO 12217-2.</u>					
<u>3.04.5</u>	<u>A race organizer should require compliance with a minimum stability rule or suitable stability standard.</u>					<u>Mo4</u>
<u>3.04.5.6</u>	Use of the ISO or any other index does not guarantee total safety or total freedom of risk from capsize or sinking.					Mo0,1,2,3 ,4
<u>3.04.5.7</u>	For boats with moveable or variable ballast the method in OSR 3.04.4 shall apply plus the relevant additional requirement of OSR Appendix K.					Mo0,1,2,3 ,4
<u>3.04.5.8</u>	Tanks for variable ballast shall be permanently installed and shall be provided with a system of isolating valves and pump(s) capable of manual operation at any angle of heel. A plan of the plumbing system shall be displayed aboard the boat.					Mo0,1,2,3 ,4
<u>3.04.9</u>	<u>A boat fitted with moveable and/or variable ballast shall have a maximum static heel angle in the condition of Light Craft Condition (see ISO 12217-2) with moveable ballast moved fully to one side and variable ballast in the condition that produces maximum angle of heel of not greater than 35 degrees.</u>					<u>Mo0,1,2,3</u> <u>,4</u>

**Rule 3.14.2  
Amendment:**

3.14.2	<del>Lifelines required in Special Regulations shall be 'taut',</del> <u>deflection shall not exceed the following:</u>	**
	<del>a) As a guide, when a deflecting force of 50 N (5.1 kgf, 11.2 lbf) is applied to a lifeline midway between supports, the lifeline should not deflect more than 50 mm.</del>	**
	<u>a) When a deflecting force of 40N is applied to a lifeline midway between supports of an upper or single lifeline, the lifeline shall not deflect more than 50mm. This measurement shall be taken at the widest span between supports that are aft of the mast.</u>	**
	<u>b) When a deflecting force of 40N is applied midway between supports of an intermediate lifeline of all spans that are aft of the mast, deflection shall not exceed 120mm from a straight line between the stanchions.</u>	**

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**Rule 3.14.6  
Amendment:**

<b>3.14.6</b>	<b>Lifeline Minimum Diameters, Required Materials, Specifications</b>			
	a) Lifelines shall be of :			
	- stranded stainless steel wire or			
	- <del>Single braided</del> High Modulus Polyethylene (HMPE) (Dyneema®/Spectra® or equivalent) rope <u><i>(Braid on braid is recommended)</i></u>			
	c) Stainless steel lifelines shall be uncoated and used without close-fitting sleeving, however, temporary sleeving may be fitted provided it is regularly removed for inspection.			
	d) <i>When stainless wire is used, Grade 316 is recommended.</i>			
	e) <i>When HMPE (Dyneema®/Spectra®) is used, it shall be spliced in accordance with the manufacturer's recommended procedures.</i>			
	f) A taut lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm (4 in). This lanyard shall be replaced annually at a minimum.			
	g) All wire, fittings, anchorage points, fixtures and lanyards shall comprise a lifeline enclosure system which has at all points at least the breaking strength of the required lifeline wire.			
		minimum diameter		
	LOA	wire	HMPE rope (Single braid)	<u><i>HMPE Core (Braid on braid)</i></u>
	Under 8.5m(28ft)	3mm(1/8 in)	<u><i>4mm(5/32 in)</i></u>	<u><i>4mm(5/32 in)</i></u>
	8.5m-13m	4mm(5/32 in)	<u><i>5mm(3/16 in)</i></u>	<u><i>5mm(3/16 in)</i></u>
	Over 13m (43ft)	5mm(3/16in)	5mm(3/16in)	<u><i>5mm(3/16in)</i></u>

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**Rule 3.14.7**

**Amendment:** delete the limitation on material

<b>3.14.7</b>	<b>Pulpits, Stanchions, Lifelines – Limitations on Materials</b>		
	<b>TABLE 9</b>		
	Earliest of Age or Series Date	detail	**
	<del>before January 1987</del>	<del>Carbon fibre is not recommended in stanchions pulpits and lifelines.</del>	
	<del>January 1987 and after</del>	<del>Stanchions, pulpits and lifelines shall not be made of carbon fibre.</del>	

**Rule 3.29.**

**Amendment:**

<b>3.29</b>	<b>Communications Equipment, EPFS (Electronic Position-Fixing System), Radar, AIS</b>	**
	<del>Provision of GMDSS and DSC is unlikely to be mandatory for small craft during the term of the present Special Regulations. However it is recommended that persons in charge include these facilities when installing new equipment.</del>	MoMu0,1,2,3
3.29.1	The following shall be provided:	**
	a) A marine radio transceiver (or if stated in the Notice of Race, an installed satcom terminal), and	MoMu0,1,2,3
	i an emergency antenna when the regular antenna depends upon the mast.	MoMu0,1,2,3
	b) When the marine radio transceiver is VHF:	MoMu0,1,2,2
	i it shall have a rated output power of 25W	MoMu0,1,2,3
	ii it shall have a masthead antenna, and co-axial feeder cable with not more than 40% power loss	MoMu0,1,2,3
	iii <i>the following types and lengths of co-axial feeder cable will meet the requirements of OSR 3.29.1 (b)(ii): (a) up to 15m (50ft) - type RG8X ("mini 8"); (b) 15-28m (50-90ft) - type RG8U; (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).</i>	MoMu0,1,2,3
	iv <i>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)</i>	MoMu0,1,2,3

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	v <u>VHF transceivers installed after 31 December 2015 shall be DSC capable</u>	<u>MoMu1,2,3</u>
	vi <u>DSC capable VHF transceivers shall be programmed with an assigned MMSI (unique to the boat), be connected to a GPS receiver and be capable of making distress alert calls as well as sending and receiving a DSC position report with another DSC equipped station</u>	<u>MoMu1,2,3</u>
	vii Notwithstanding OSR 3.29.1 (b) a yacht in a Category Zero race shall have a marine VHF DSC radio in accordance with OSR 3.29.1 (b) (I) and (ii) covering all international and US marine channels and meeting the class D specification of the ITU.	MoMu0
	c) At least two hand-held satellite telephones, watertight or with waterproof covers and internal batteries. When not in use each to be stowed in a grab bag (see OSR 4.21)	MoMu0
	d) At least two hand-held marine VHF transceivers each with min 5w output power, watertight or with waterproof covers. When not in use to be stowed in a grab bag (see OSR 4.21)	MoMu0
	e) A hand-held marine VHF transceiver, watertight or with a waterproof cover. When not in use to be stowed in a grab bag or emergency container (see OSR 4.21) <u>The handheld receiver should have Digital Selective Calling (DSC) and be equipped with GPS.</u>	MoMu1,2,3,4
	f) Independent of a main radio transceiver, a radio receiver capable of receiving weather bulletins	**
	g) <i>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)</i>	MoMu0
	h) A D/F (direction-finding) radio receiver operating on 121.5MHz to take a bearing on a PLB or EPIRB, or an alternative device for man-overboard location when each crew member has an appropriate personal unit (see OSR 5.07);	MoMu0
	i) An EPFS (Electronic Position-Fixing System) (e.g. GPS)	MoMu0,1,2,3
	j) A Standard-C satellite terminal (GMDSS) shall be permanently installed and permanently powered up for the duration of the race and for which the race committee shall have polling authority.	MoMu0
	k) An MF/HF marine SSB transceiver (GMDSS/DSC) with at	MoMu0

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	least 125 watts transmitter power and frequency range from at least 1.6 to 29.9 MHz with permanently installed antenna and earth.	
	<p><del>l) An active radar set permanently installed, with not less than 4kW PEP with antenna mounted at least 7 meters above the water. The radar antenna unit shall have a maximum dimension not less than 533mm. The radar shall be mounted so that the antenna unit remains essentially horizontal when the yacht is heeled. Installations in place before January 2006 shall comply as closely as possible with OSR 3.29(L).</del></p> <p><u>An active radar set permanently installed either:</u></p> <p><u>i) A pulse (magnetron) unit with not less than 4kW PEP and an antenna unit with a maximum dimension not less than 533mm;</u></p> <p><u>Or</u></p> <p><u>ii) A frequency modulated continuous wave (FMCW) Broadband Radar™ unit</u></p> <p><u>The radar antenna unit shall remain essentially horizontal when the yacht is heeled and at least 7 meters above the water. Installations in place before January 2006 shall comply as closely as possible with OSR 3.29(L).</u></p>	MoMu0
	m) A class A AIS	MoMu0
	n) An AIS Transponder	MoMu1,2
	<i>o) An AIS Transponder is recommended</i>	MoMu3
	<u>p) An AIS antenna shall be mounted on top of the main mast.</u>	<u>MoMu0.1,</u> <u>2</u>

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**Rule 4.10**

**Amendment:** Replace existing rule with:

<b>4.10</b>	<b>Radar Reflectors</b>	
<del>4.10.1</del>	<del>A passive Radar Reflector (that is, a Radar Reflector without any power) shall be provided</del>	<del>**</del>
<del>---</del>	<del>a) If a radar reflector is: <ul style="list-style-type: none"> <li><del>i octahedral with triangular plates making up each pocket it must have a minimum diagonal measurement of 456 mm (18in).</del></li> <li><del>ii octahedral with circular sector plates making up each pocket it must have a minimum diameter of 304mm (12in).</del></li> <li><del>iii not octahedral it must have a documented RCS (radar cross-section) of not less than 10 m<sup>2</sup> at 0° elevation and be capable of performance around 360° in azimuth.</del></li> </ul> </del>	<del>**</del>
<del>---</del>	<del>The minimum effective height above water is 4.0 m (13 ft).</del>	<del>**</del>
<del>---</del>	<del>b) The passive and active devices referred to in these notes and in 4.10.1 and 4.10.2 above are primarily intended for use in the X (9GHz) band</del>	<del>**</del>
<del>4.10.2</del>	<del>The most effective radar response from a yacht may be provided by an RTE (Radar Target Enhancer) which may be on board in addition to the required passive reflector. An RTE should conform to ISO 8729-2:2009. An RTE is strongly recommended.</del>	<del>MoMu1,2,3,4</del>
<del>---</del>	<del>a) An RTE shall be provided in compliance with ISO8729-2:2009 or ITU R 1176</del>	<del>MoMu0</del>
<del>---</del>	<del>b) The display of a passive reflector or the operation of an RTE is for the person in charge to decide according to prevailing conditions.</del>	<del>**</del>
<del>4.10.3</del>	<del>When available, a passive radar reflector in compliance with ISO8729-1:2010 will offer improved performance over earlier models and has a size typified by a cylinder of not more than weight 5kg, height 750mm and diameter 300mm.</del>	<del>**</del>
<del>4.10.4</del>	<del>S (3GHz) band radar is often used by ships in bad weather to complement X (9GHz) band radar. On S (3GHz) band a passive reflector offers about 1/10 the response obtained on the X (9GHz) band. Unless specifically designed to operate in the S(3GHz) band, an RTE will provide no response at all.</del>	<del>**</del>
<u>4.10.1</u>	<u>An octahedral passive radar reflector shall be carried with circular sector plates of minimum diameter 30 cm (12") or a reflector with a documented minimum Radar Cross Section (RCS) area of 2 m<sup>2</sup></u>	<u>**</u>
<u>4.10.2</u>	<u>A Radar Target Enhancer (RTE) shall be carried which complies with ISO 8729-2:2009 or equivalent.</u>	<u>MoMu0</u>

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**Rule 4.19.1  
Amendment:**

	c) Every <del>406 MHz</del> EPIRB shall be properly registered with the appropriate authority <u>associated with the country code in the hexadecimal identification (15 Hex ID) of the beacon. A beacon can be registered online with the Cospas-Sarsat IBRD if the country does not provide a registration facility and the country has allowed direct registration in the IBRD</u>	
	d) UNCHANGED	
	<del>e) EPIRBs should be tested in accordance with manufacturer's instructions when first commissioned and then at least annually.</del>	
	f) UNCHANGED BUT RENUMBER	
	g) UNCHANGED BUT RENUMBER	
	<del>h) Beacons with only 121.5MHz are no longer recommended for distress alerting. Satellite processing of 121.5 MHz is being phased out. 121.5MHz will continue to be used for local homing by on-board D/F systems and for local homing by SAR units. Type "E" EPIRBs are no longer supported and should be replaced immediately.</del>	
	i) UNCHANGED BUT RENUMBER	

**Rule 4.20.3(v)  
Amendment:**

	v) \Liferaft stowage on a multihull <u>and a monohull with moveable ballast</u> shall be such that each liferaft may be readily removed and launched whether or not the yacht is inverted.	<u>MoMu0,1,2</u>
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**Rule 4.21.3 d) & aa)  
Amendment:**

<b>4.21.3</b>	<b>Grab Bag Recommended Contents</b>	
	a) to c) as before	MoMu0
	d) <del>a combined 406MHz/121.5MHz or type "E" EPIRB</del> <u>registered to the boat</u> (see OSR 4.19.1) <del>in at least one of the grab bags carried by a yacht</del>	MoMu0
	e) to z) as before	MoMu0
	<del>aa) 406MHz or type "E" EPIRB registered to the yacht (see OSR 4.19.2)</del>	<del>MoMu0</del>



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**Rule 4.22.1(a)  
Amendment:**

4.22.1	a) A lifebuoy with a self-igniting light and a drogue <del>or a Lifesling with a self-igniting light and without a drogue.</del>	
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**Rule 4.24.(c)**

**Amendment:** Add new part to end of existing rule

4.24	c) A Lifesling shall be provided	MoMu0,1, 2,3
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**Rule 4.28**

**Amendment:**

<del>4.28.2</del>	<del>A yacht is recommended to be equipped with an EPFS (e.g. GPS) capable of immediately recording man overboard position from each helm station.</del>	<del>MoMu1, 2</del>
4.28.32	A yacht shall be equipped with an EPFS (e.g., GPS) capable of immediately recording a man overboard position within 10 seconds and monitoring that position. <del>from each helm station (From January 2012)</del>	MoMu 1, 2

**Rule 5.01.1 i) and k)**

**Amendment:**

5.01.1	Each crew member shall have a lifejacket as follows:-	**
	a) to j) as before	
	<del>k) a PLB unit (as with other types of EPIRB, should be properly registered with the appropriate authority)</del>	<del>MoMu1,2, 3,4</del>
	<del>l) if of a gas inflatable type, a spare cylinder and if appropriate a spare activation head</del>	<del>MoMu1,2, 3,4</del>

**Rule 5.07.1(e)**

**Amendment:**

5.07.1. e)	<u>Where possible every</u> <del>All</del> PLB units <del>as with other types of EPIRB</del> should <del>be properly</del> <b>shall</b> be properly registered with the appropriate authority <u>associated with the country code in the hexadecimal identification (15 Hex ID) of the beacon. A beacon can be registered online with the Cospas-Sarsat IBRD if the country does not provide a registration facility and the country has allowed direct registration in the IBRD.</u>	MoMu0,1, 2
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