

ISAF OFFSHORE SPECIAL REGULATIONS Appendix J

Including US SAILING Prescriptions

APPENDIX J

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	<p>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.</p>
2.03.1	<p>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 minimized d) be readily accessible e) be of a type, size and capacity suitable and adequate for the intended use and size of the yacht.</p>
3.08	<p>hatches & companionways 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). 3.08.2 A hatch shall be: a) so arranged as to be above the water when the hull is heeled 90 degrees (Monohulls Only) b) permanently attached c) capable of being firmly shut immediately, and remaining firmly shut in a 180 degree capsized (inversion) 3.08.3 A companionway hatch extending below the local sheerline, shall: a) not be permitted in a yacht with a cockpit opening aft to the sea (3.09.6) b) 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 3.08.4 A companionway hatch shall: a) be fitted with a strong securing arrangement which shall be operable from the exterior and interior including when the yacht is inverted</p>

	<p>b) have any blocking devices</p> <p>i) capable of being retained in position with the hatch open or shut</p> <p>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</p> <p>iii) permit exit in the event of inversion</p>
3.09	<p>Cockpits</p> <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><i>ii) 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><i>iii) 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</p> <p>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>
	<i>US SAILING prescribes that cockpit drains shall be accessible for cleaning</i>
4.01.1	<p>sail numbers</p> <p>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</p>

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.
	<i>US SAILING prescribes that the lifebuoy must be inherently buoyant</i>
4.24	a heaving line shall be provided of length 15m-25m (50ft-75ft) readily accessible to the cockpit or helm
	<i>US SAILING prescribes that the heaving line be of ¼ in (6 mm) minimum diameter, floating, UV-inhibited and readily accessible to the cockpit.</i>
5.01.1	each crew member shall have a lifejacket 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
	<i>US SAILING prescribes for Category 5 lifejackets as above or US Coast Guard approved Type III Personal Floatation Devised</i>
	<i>US SAILING prescribes that all personnel on deck shall wear personal floatation while starting and finishing without exception, and at all other times except when the Captain of the boat directs that it may be set aside.</i>

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	<i>a "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>
	<i>US SAILING recommends either a Type I U.S. Coast Guard approved personal floatation device or an inflatable personal floatation device meeting the definition in the above paragraph. Each inflatable device should be inflated and inspected annually. Service dates shall be marked on floatation devices.</i>
	<i>US SAILING Note: As is true of all of these regulations, the prescriptions above do not necessarily replace the requirements of other governing authorities.</i>