

# SPECIAL REGULATIONS - Extract for Race Category 4 Multihulls

## Definitions, abbreviations, word usage (continued)

1.03.2 The words "shall" and "must" are mandatory, and "should" and "may" are permissive.

1.03.3 The word "yacht" shall be taken as fully interchangeable with the word "boat".

## SECTION 2 - APPLICATION & GENERAL REQUIREMENTS

**2.01** *Categories of events in many types of race, ranging from trans-oceanic sailed under adverse conditions to short-course day races sailed in protected waters, six categories are established, to provide for differences in the minimum standards of safety and accommodation required for such varying circumstances:*

2.01.5 Category 4: Short races, close to shore in relatively warm or protected waters normally held in daylight.

**2.02 Inspection:** A yacht may be inspected at any time. If she does not comply with these Special Regulations her entry may be rejected, or she will be liable to disqualification or such other penalty as may be prescribed by the national authority or the race organisers.

### 2.03 General Requirements

2.03.1 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 minimised
- d) be readily accessible
- e) be of a type, size and capacity suitable and adequate for the intended use and size of the yacht.

2.03.2 Heavy items:

- a) ballast, ballast tanks and associated equipment shall be permanently installed
- b) heavy movable items including e.g. batteries, stoves, gas bottles, tanks, toolboxes and anchors and chain shall be securely fastened
- c) heavy items for which fixing is not specified in Special Regulations shall be permanently installed or securely fastened, as appropriate

2.03.3 When to show navigation lights

- a) navigation lights (OSR 3.27) shall be shown as required by the International Regulations for Preventing Collision at Sea, (Part C and Technical Annex 1). All yachts shall exhibit sidelights and a sternlight at the required times.

## SECTION 3 - STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

### 3.01 Strength of build, ballast and rig

Yachts shall be strongly built, watertight and, particularly with regard to hulls, decks and cabin trunks capable of withstanding solid water and knockdowns. They must be properly rigged and ballasted, be fully seaworthy and must meet the standards set forth herein. Shrouds shall never be disconnected.

### 3.02 Watertight integrity of a hull

3.02.1 A hull, including, deck, coach roof, windows, hatches and all other parts, shall form an integral, essentially watertight unit and any openings in it shall be capable of being immediately secured to maintain this integrity.

3.02.2 Centreboard and daggerboard trunks and the like shall not open into the interior of a hull except via a watertight inspection/maintenance hatch of which the opening shall be entirely above the waterline of the yacht floating level in normal trim.

3.02.3 A canting keel pivot shall be completely contained within a watertight enclosure which shall comply with OSR 3.02.2. Access points in the watertight enclosure for control and actuation systems or any other purpose shall comply with OSR

3.02.1.

3.02.4 Moveable ballast systems shall be fitted with a manual control and actuation secondary system which shall be capable of controlling the full sailing load of the keel in the event of failure of the primary system. Such failures would include electrical and hydraulic failure and mechanical failure of the components and the structure to which it mounts. The system must be capable of being operational quickly and shall be operable at any angle of heel. It would be desirable if this system was capable of securing the keel on the centreline.

### 3.05 Stability and Flotation - Multihulls

*Attention is drawn to ISO 12217-2.*

3.05.1 Adequate watertight bulkheads and compartments (which may include permanently installed flotation material) in each hull shall be provided to ensure that a multihull is effectively unsinkable and capable of floating in a stable position with at least half the length of one hull flooded. (see OSR 3.13).

3.05.2 Multihulls built on or after 1/99 shall in every hull without accommodation be divided at intervals of not more than 4m (13ft 3") by one or more transverse watertight bulkheads

3.05.3 A yacht shall be designed and built to resist capsize.

### 3.07 Exits & Escape Hatches - Multihulls

3.07.1 Exits, a) In a multihull of 8m (26.2ft) LOA and greater, each hull which contains accommodation shall have at least two exits.

#### 3.07.2 Escape Hatches, underside clipping points & handholds.

a) In a multihull of 12m (39.4ft) LOA and greater each hull which contains accommodation shall:-

- i) have an escape hatch for access to and from the hull in the event of an inversion;
- ii) when first launched on or after 1/03 have a minimum clearance diameter through each escape hatch of 450mm or when an escape hatch is not circular, sufficient clearance to allow a crew member to pass through fully clothed;
- iii) when first launched prior to 1/03, if possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii);
- iv) when the yacht is inverted have each escape hatch above the waterline;
- v) when first launched on or after 1/01 have each escape hatch at or near the midships station;
- vi) in a catamaran first launched on or after 1/03 have each escape hatch on the side nearest the vessel's central axis.

b) A trimaran of 12m (39.4ft) LOA and greater first launched on or after 1/03 shall have at least two escape hatches in compliance with the dimensions in OSR 3.07.2(a) (ii)

c) Each escape hatch must have been opened both from inside and outside within 6 months prior to an intended race

d) A multihull shall have on the underside appropriate handholds/clipping points sufficient for all crew (on a trimaran these shall be around the central hull).

e) A catamaran first launched on or after 1/03 with a central nacelle shall have on the underside around the central nacelle, handholds of sufficient capacity to enable all persons on board to hold on and/or clip on securely

f) *In a catamaran with a central nacelle, 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*

3.07.3 Multihulls of less than 12m (39.4ft) LOA shall comply either with 3.07.2 or with the following:-

- a) each hull which contains accommodation shall have, for the purpose of cutting an escape hatch, appropriate tools kept ready