

SPECIAL REGULATIONS - Extract for Race Category 4 Multihulls

for instant use adjacent to the intended cutting site. Each tool shall be secured to the vessel by a line and a clip, and b) in each hull at a station where an emergency hatch may be cut, the cutting line shall be clearly marked both inside and outside with an outline and the words ESCAPE CUT HERE

3.08 Hatches & Companionways

3.08.1 No hatch forward of the maximum beam station shall open in such a way that the lid or cover moves into the open position towards the interior of the hull (excepting ports having an area of less than 0.071m² (110 sq in)).

3.08.2 A hatch shall be:

- 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 (OSR 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
- b) have any blocking devices
 - i/. capable of being retained in position with the hatch open or shut
 - 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
 - iii/. permit exit in the event of inversion.

3.09 Cockpits - Attention is drawn to ISO 11812

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.

3.09.2 cockpits must be essentially watertight, that is, all openings to the hull must be capable of being strongly and rigidly secured

3.09.3 a bilge pump outlet pipe or pipes shall not be connected to a cockpit drain. See 3.09.8 for cockpit drain minimum sizes.

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)

3.09.5 a bow, lateral, central or stern well shall be considered a cockpit for the purposes of OSR 3.09

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.

3.09.7 Cockpit volume **Table 5**

3.09.8 Cockpit drains

See OSR 3.09.1. Cockpit drain cross section area (after allowance for screens if fitted) shall be:-

- a) 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
- b) 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

3.10 Sea cocks or valves

Table 5

earliest of age or series date	Detail	Race Category
before 4/92	the total volume of all cockpits below coamings shall not exceed 9% (LWL x maximum beam x freeboard abreast the cockpit)	MoMu2,3,4
4/92 and after	as above for the appropriate category 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 the cockpit volume	**

Sea cocks or valves shall be permanently installed on all through-hull openings below LWL except integral deck scuppers, shaft log, speed indicators, depth finders and the like, however a means of closing such openings shall be provided.

3.11 Sheet winches.

Sheet winches shall be mounted in such a way that an operator is not required to be substantially below deck.

3.12 Mast step.

The heel of a keel stepped mast shall be securely fastened to the mast step or adjoining structure.

3.13 Watertight bulkheads

Multihulls see also OSR3.05

3.13.1 A hull shall have either a watertight "crash" bulkhead within 15% of LOA from the bow and abaft the forward end of LWL, or permanently installed closed-cell foam buoyancy effectively filling the forward 30% LOA of the hull.

3.13.2 Any required watertight bulkhead shall be strongly built to take a full head of water pressure without allowing any leakage into the adjacent compartment.

3.14 Pulpits, stanchions, lifelines - Attention is drawn to ISO 15085

3.14.1 When due to the particular design of a multihull it is impractical to precisely follow Special Regulations regarding pulpits, stanchions, lifelines, the regulations for monohulls shall be followed as closely as possible with the aim of minimising the risk of people falling overboard.

3.14.2 Lifelines required in Special Regulations shall be "taut".
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.*

3.14.3 The following shall be provided:

- c) lifelines (guardlines) supported on stanchions, which, with pulpits, shall form an effectively continuous barrier around a working deck for man-overboard prevention. Lifelines shall be permanently supported at intervals of not more than 2.20m (86.6") and shall not pass outboard of supporting stanchions.
- d) upper rails of pulpits at no less height above the working deck than the upper lifelines as in Table 7.
- e) Openable upper rails in bow pulpits shall be secured shut whilst racing.
- f) Pulpits and stanchions shall be permanently installed. When there are sockets or studs, these shall be through-bolted, bonded or welded. The pulpit(s) and/or stanchions fitted to these shall be mechanically retained without the help of the life-lines. Without sockets or studs, pulpits and/or stanchions shall be throughbolted, bonded or welded.
- g) The bases of pulpits and stanchions shall not be further inboard from the edge of the appropriate working deck than 5% of maximum beam or 150 mm (6 in), whichever is greater.
- h) Stanchion bases shall not be situated outboard of a working