

SPECIAL REGULATIONS - Extract for Race Category 4 Multihulls

deck. For the purpose of this rule a stanchion or pulpit base shall be taken to include a sleeve or socket into which a stanchion or pulpit tube is fitted but shall exclude a baseplate which carries fixings into the deck or hull.

- i) Provided the complete lifeline enclosure is supported by stanchions and pulpit bases effectively within the working deck, lifeline terminals and support struts may be fixed to a hull aft of the working deck
- j) Lifelines need not be fixed to a bow pulpit if they terminate at, or pass through, adequately braced stanchions set inside and overlapping the bow pulpit, provided that the gap between the upper lifeline and the bow pulpit does not exceed 150 mm (6 in).
- k) Stanchions shall be straight and vertical except that:-
 - i) within the first 50 mm (2 in) from the deck, stanchions shall not be displaced horizontally from the point at which they emerge from the deck or stanchion base by more than 10 mm (3/8 in), and
 - ii) stanchions may be angled to not more than 10 degrees from vertical at any point above 50 mm (2 in) from the deck.

3.14.4 Special requirements for pulpits, stanchions, lifelines on multihulls.

- The following shall be provided:-
- a) on a trimaran - a bow pulpit on the main hull, with lifelines around the main hull supported on stanchions. The lifelines may be interrupted where there are nets or crossbeam wings outboard of the main hull
 - b) on a trimaran - where a net joins the base of a bow pulpit on the main hull, an additional lifeline from the top of the pulpit to the forward crossbeam at or outboard of the crossbeam mid-point.
 - c) on a trimaran - at a main or emergency steering position on an outrigger with or without a cockpit, lifelines protecting an arc of 3 meters diameter centred on the steering position. (When measuring between lifelines their taut, undeflected positions shall be taken for this purpose).
 - d) on a catamaran - lifelines from bow to stern on each hull. A catamaran without a forward or aft crossbeam shall have transverse lifelines at the extremity of the net forward and aft. The transverse lifelines shall be attached to bow and stern pulpits or superstructure. A webbing, strop or rope (minimum diameter 6mm) shall be rove zig-zag between the transverse lifelines and the net.

3.14.5 Lifeline height, vertical openings, number of lifelines

LOA	Earliest of age/series date	Minimum requirements
Under 8.5m (28 ft)	Before 1/92	Taut single lifeline a height of no less than 450mm (18ins) above the working deck. No vertical opening shall exceed 560 mm (22 ins)
Under 8.5m (28 ft)	1/92 and after	As for under 8.5m (28 ft) above except that when an intermediate lifeline is fitted no vertical opening shall exceed 380 mm (15 ins)
8.5m (28 ft) and over	Before 1/93	Taut double lifelines with upper lifeline at a height of no less than 600 mm (24 ns) above working deck. No vertical opening shall exceed 380 mm (22 ins)
8.5m (28 ft) and over	1/93 and after	As for 8.5m (28 ft) and over in table 7 above except that no vertical opening shall exceed 380mm (15 ins)
all	all	on Yachts with intermediate line shall be not less than 230mm (9in) above the working deck

3.14.6 Lifeline minimum diameters, required materials, specifications

- a) Lifelines shall be stranded stainless steel wire of minimum diameter in table 8 below. Lifelines shall be uncoated and used without close-fitting sleeving. Notwithstanding 3.14.6 (a) above, temporary sleeving may be fitted provided it is regularly removed for inspection
- b) *Grade 316 stainless wire is recommended.*
- c) A taut lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm (4 in).
- d) 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.

Table 8

LOA	Minimum wire diameter
Under 8.5m (28ft)	3mm (1/8ins)
8.5m-13m (43ft)	4mm (5/32 ins)
Over 13m (43ft)	5mm (3/16ins)

3.14.7 Pulpits, stanchions, lifelines - limitations on materials

LOA	Earliest of Age or Series Date	Detail
Any	Before 1/87	Carbon fibre is not recommended in stanchions, pulpits and lifelines
Any	1/87 and after	Stanchions, pulpits and lifelines shall not be made of carbon fibre

3.15 Multihull Nets or Trampolines

3.15.1 The word "net" is interchangeable with the word "trampoline". A net shall be:-

- a) essentially horizontal
- b) made from durable woven webbing, water permeable fabric, or mesh with openings not larger than 5.08cm (2 inches) in any dimension. Attachment points shall be planned to avoid chafe. The junction between a net and a yacht shall present no risk of foot trapping
- c) solidly fixed at regular intervals on transverse and longitudinal support lines and shall be fine-stitched to a bolt rope
- d) able to carry the full weight of the crew either in normal working conditions at sea or in case of capsize when the yacht is inverted.
- e) *It is recommended that lines used to tie the nets should be individually tied and not continuously connected to more than four attachment points per connecting line*

3.15.2 Trimarans with double crossbeams

- a) a trimaran with double crossbeams shall have nets on each side covering:-
 - b) the rectangles formed by the crossbeams, central hull and outriggers
 - c) the triangles formed by the aft end of the central pulpit, the mid-point of each forward crossbeam, and the intersection of the crossbeam and the central hull
 - d) the triangles formed by the aftermost part of the cockpit or steering position (whichever is furthest aft), the mid-point of each after crossbeam, and the intersection of the crossbeam and the central hull; except that:-