



# NOTICE OF RACE: APPENDIX A

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## **Amendments to the ISAF Offshore Special Regulations for 2010 - 2011, Governing Offshore Racing for Monohulls & Multihulls**

Each yacht participating in the Vic-Maui 2012 must comply with the ISAF Offshore Special Regulations Governing Offshore Racing (“OSR 2010-2011”) for a Category 1 Monohull offshore event and its appendices, amendments and interpretations; and the amendments listed below.

**delete:**

### **3.03 Hull Construction Standards (Scantlings)**

**add:**

#### **3.04.8 Stability - Monohulls**

Skippers must provide yacht’s proof of compliance of a minimum stability index of 115; as determined by section 106 of the ORC Rating Systems 2009, ORC International & ORC Club

**Or**

Skippers must provide proof of compliance with ISO 12217-2, Small craft -- Stability and buoyancy assessment and categorization -- Part 2: Sailing boats of hull length greater than or equal to 6 m, for category “A” waters.

**Or**

Custom yachts or one-off designs without an ORC certificate or an ISO compliance certificate, Skippers may submit a signed statement from a naval architect familiar with the requirements of 3.04 stating that the yacht complies with either of the standards noted above.

**revise**

#### **3.12.6 (a) Lifeline Minimum Diameters, Required Materials, Specifications**

**delete** “-single-braided Dyneema® rope”

**add;**

#### **3.21.2 (b) Drinking Water**

Each yacht shall carry a minimum of 21 litres of drinking water per person; in a minimum of at least two compartments. It is recommended that each skipper calculate fluid needs based on their anticipated race duration, which may be more than the minimum. Drinking water contained in the life raft shall not be considered part of this requirement.

**add:**

#### **3.25.1 Halyards**

Some means must exist to prevent the boom from dropping if support from the mainsail and/or halyard fails. Topping lifts or supporting vang are acceptable for this purpose.

**revise:**

**3.29.1 (a) Communications Equipment, EPFS, Radar, AIS**

The following shall be provided:

a marine Single Side Band (SSB) Radio Transmitter/Receiver having a power output of not less than 100 watts PEP (Peak Envelope Power) with permanently installed antenna and ground and an emergency SSB antenna

**delete:**

**3.29.1 (a) i Communications Equipment, EPFS, Radar, AIS**

**revise:**

**3.29.1 (b) Communications Equipment, EPFS, Radar, AIS**

a marine VHF transceiver with a rated output power of not less than 25W

**add:**

**3.29.1 (b) vi Communications Equipment, EPFS, Radar, AIS**

It shall have an emergency VHF antenna.

**add:**

**3.29.1 (p) Communications Equipment, EPFS, Radar, AIS**

The handheld VHF transceiver must be capable of being connected to the vessel's permanent or emergency VHF antenna.

**revise:**

**3.29.1 (n) Communications Equipment, EPFS, Radar, AIS**

An AIS transponder is recommended. (Note: it is expected that an AIS transponder will be required for Vic Maui 2014)

**add:**

**4.08.1 (d) First Aid Manual and First Aid Kit**

Advanced First Aid Afloat by Peter Eastman, MD, Cornell Maritime Press

**add:**

**4.08.1 z9e) First Aid Manual and First Aid Kit**

A Comprehensive Guide to Marine Medicine by Eric A. Weiss, MD and Michael E. Jacobs, MD, Adventure Medical Kits

**add:**

**4.10.1 (c) Radar Reflector**

Passive radar reflector shall be displayed at all times.

**revise**

**4.10.2 (b) Radar Reflector**

**delete** “the display of a passive reflector or the”

**add:**

**4.10.5 Radar Reflector**

The use of multiple passive radar reflectors to achieve the required RCS is not acceptable. Note: to date there are no tubular passive radar reflectors available on the market which comply 4.10.1 a). Attention is drawn to MAIB commissioned study: Performance Investigation of Marine Radar Reflectors on the Market.

**add:**

**4.16.1 Tools and Spare Parts**

A bosun's chair or similar mast climbing equipment is required.

**add:**

**4.19.1 (e) EPIRBs**

Documentation of EPIRB registration is to be supplied to the Race organizers prior to June 2nd, 2012.

**add:**

**4.19.1 (i) EPIRBs**

All EPIRBs must have a battery expiry date of not before August 2012.

**revise:**

**4.20.2b) Liferaft Construction and Packed Equipment**

Replace "prior to January 2003" with "prior to January 2006"

**add:**

**4.20.2e) Liferaft Construction and Packed Equipment**

Liferafts are recommended to be equipped with an insulated floor.

**revise:**

**4.21.2a) Grab Bags to Accompany Liferafts**

First sentence shall read with "A yacht is required to have for each liferaft, a grab bag."

**revise:**

**4.21.2b) Grab Bags to Accompany Liferafts**

Replace "onboard the yacht" with "onboard the yacht or packed inside the liferaft".

**add:**

**4.22.1c) Lifebuoys**

The self-igniting lights shall be of a strobe type, except in the case of a "LifeSling" being used to comply with 4.22.1a) where a solid light is acceptable.

**delete:**

**4.28.3 Man Overboard Alarm**

(Note: It is expected that an EPFS operated from each helm station will be required for Vic Maui 2014)

**add:**

**5.02.7 Safety harness and static lines (tethers)**

Safety harnesses and PFD's shall be worn from sunset to sunrise while on deck, in addition to those times prescribed by the skipper.

**Revise:**

**6.01 Training**

At least 30% (rounded to next highest whole number) but not fewer than two members of a crew, including the skipper shall have undertaken **ISAF approved** offshore personal survivor training within the five years before the start of the race in both 6.02 topics for theoretical sessions, and 6.03 topics which include practical, hands-on sessions.

**add:**

**6.01.5 Training**

The "quick stop" man overboard procedure (see OSR 2010 - 2011, Appendix D) shall be practiced aboard the yacht with all crew participating in Vic Maui 2012 within one year prior to the race start. A certificate of such practice shall be signed by all participating crewmembers and be kept aboard the yacht.

**add:**

**6.07 Qualifying Voyage for Double Handed Entries**

All entries in the Double-handed Class shall have completed an overnight passage with both crew aboard and with all required safety equipment in place and shall submit a log of the passage.

End