



**OFFSHORE
SPECIAL
REGULATIONS**



LOOR Offshore Special Regulations Category 4 Monohulls

Including

**World Sailing Offshore Special
Regulations and Sail Canada
Prescriptions 2024**

Version 01.00 – January 1, 2024

LOOR Offshore Special Regulations 2024 Extract for Monohulls Category 4

Because this is an extract not all paragraph numbers will be present

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RED TYPE indicates a significant change in 2021

BOLD BLUE TYPE indicates a Sail Canada Prescription

PURPLE BOLD TYPE indicates a LOOR Prescription amendment. To see the original text, please reference both the Sail Canada Prescriptions and the World Sailing Offshore Special Regulations.

This document is subject to amendment by LOOR. The current version including amendments can be found at [LOOR.ca](https://www.oor.ca)

Guidance notes and recommendations have been removed from the Regulations and are available on <https://www.sailing.org/documents/offshorespecialregs/index.php>

The use of the masculine gender shall be taken to mean either gender

Administration

The Offshore Special Regulation are administered by the World Sailing Special Regulation Sub-Committee whose terms of reference are as follows: (www.sailing.org/regulations)

World Sailing Regulation 6.9.8.3 - The Special Regulations Sub-Committee shall:

- (a) be responsible for the maintenance, revision and changes to the World Sailing Offshore Special Regulations governing offshore racing, under licence from ORC Ltd. Such changes shall be biennial with revised editions published in January of each even year, except that matters of an urgent nature affecting safety may be dealt with by changes to the Regulations on a shorter time scale;
- (b) monitor developments in offshore racing relative to the standards of safety and seaworthiness.

For any queries regarding Sail Canada prescriptions please email: offshore@sailing.ca

For any queries about these LOOR Safety Requirements, please email: safety@oor.ca

LOOR Offshore Special Regulations 2024 Extract for Monohulls Category 4
SECTION 1 - FUNDAMENTAL AND DEFINITIONS

1.01 Purpose and Use

- 1.01.1 The purpose of the Offshore Special Regulations (OSR) is to establish uniform minimum equipment, accommodation and training standards for monohull and multihull (excluding proa) boats racing offshore.
- 1.01.2 The OSR do not replace, but rather supplement, the requirements of governmental authority, Classification Society certification, the Racing Rules of Sailing (RRS), Equipment Rules of Sailing (ERS), class rules and Rating Systems.
- 1.01.3 Use of the OSR does not guarantee total safety of the boat and her crew. Particular attention is drawn to the description of OSRs for inshore racing which includes that adequate shelter and or effective rescue is available all along the course. This is not included in more onerous OSR categories.

1.02 Responsibility of Person in Charge

- 1.02.1 Under RRS 3 the responsibility for a boat’s decision to participate in a race or continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his responsibilities in the event of his incapacitation.
- 1.02.2 Neither the establishment of the OSR, nor their use by Organizing Authorities, nor the inspection of a boat under the OSR in any way limits or reduces the complete and unlimited responsibility of the Person in Charge.
- 1.02.3 By participating in a race conducted under the OSR, the person in charge, each competitor and boat owner agrees to reasonably cooperate with the organizing authority and World Sailing in the development of an independent incident report as specified in 2.02.

1.03 Definitions, Abbreviations, Word Usage

- 1.03.1 Definitions of Terms used in this document

TABLE 1

Abbreviation	Description
#	Pound force (lbf)
ABS	American Bureau of Shipping
AIS	Automatic Identification Systems
Coaming	The part of the cockpit, including the transverse after limit, over which water would run when the boat is floating level and the cockpit is filled to overflowing
COLREGS	International Regulations for Preventing Collisions at Sea
Contained Cockpit	A cockpit where the combined area open aft to the sea is less than 50% maximum cockpit depth x maximum cockpit width
CPR	Cardio-Pulmonary Resuscitation
Crewmember	Every person on board
DSC	Digital Selective Calling
EN	European Norm
EPIRB	Emergency Position-Indicating Radio Beacon
ERS	<i>World Sailing</i> - Equipment Rules of Sailing
First Launch	Month & year of first launch of the individual boat
GMDSS	Global Maritime Distress & Safety System
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
Hatch	The term hatch includes the entire hatch assembly including the lid or cover as part of that assembly
HMPE	High Modulus Polyethylene (Dyneema®/Spectra® or equivalent)
IBRD	International Beacon Registration Database

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IMO	International Maritime Organisation
ISAF	International Sailing Federation (now World Sailing)
ISO	International Standard Organization or International Organization for Standardization
Jackstay	A <i>securely fastened</i> webbing or rope which permits a <i>crewmember</i> to move from one part of the boat to another without having to unclip a safety harness <i>tether</i> .
L _H	Hull Length as defined by the <i>ERS</i>
Lifeline	Rope or wire line rigged as guardrail / guardline around the deck
LSA	<i>IMO</i> International Life-Saving Appliance Code
LWL	(Length of) loaded <i>waterline</i>
MOB	Man overboard
Moveable Ballast	Material carried for the sole purpose of increasing weight and/or influencing stability and/or trim and which may be moved transversely but not varied in weight while a boat is racing
ORC	Offshore Racing Congress (formerly Offshore Racing Council)
OSR	Offshore Special Regulation(s)
Permanently Installed	The item is effectively built-in by e.g. bolting, welding, glassing etc. and may not be removed for or during racing
PLB	Personal Locator Beacon
Rode	Rope, chain, or a combination of both, which is used to connect an anchor to the boat.
RRS	World Sailing Racing Rules of Sailing
Securely Fastened	Held strongly in place by a method (e.g. rope lashings, wing-nuts) which will safely retain the fastened object in severe conditions including a 180° capsize and allows for the item to be removed and replaced during racing
SOLAS	Safety of Life at Sea Convention
SSS	The Safety and Stability Screening numeral
STIX	<i>ISO 12217-2</i> Stability Index
STCW	Standards of Training - Certification of Watchkeeping
Tether	A safety line used to connect a safety harness to a strong point or jackstay
Variable Ballast	Water carried for the sole purpose of influencing stability and/or trim and which may be varied in weight and/or moved while a boat is racing
Waterline	The water surface when the boat is floating in measurement trim
World Sailing	formerly the International Sailing Federation or <i>ISAF</i>

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

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SECTION 2 - APPLICATION & GENERAL REQUIREMENTS

2.01 Categories of Events

Organizing Authorities shall select from one of the following categories and may modify the OSR to suit local conditions

2.01.5 Category 4

Short races, close to shore in relatively warm or protected waters normally held in daylight

2.02 Incident Reporting

The Organizing Authority of a race will establish whether any incidents occurred, which if reported would be likely to be relevant to evolving the Offshore Special Regulations, the plan review process, or in increasing safety. The Organizing Authority will follow any guidelines issued by World Sailing concerning incident reporting.

2.03 Inspection

A boat may be inspected at any time. If she fails to comply with the OSR her entry may be rejected or she will be subject to protest

2.04 General Requirements

2.04.1 All equipment required by OSR shall:

- a) function properly
- b) be regularly checked, cleaned and serviced
- c) if it has an expiry date, it will not have exceeded its expiry date whilst racing
- d) when not in use be stowed in conditions in which deterioration is minimised
- e) be readily accessible
- f) be of a type, size and capacity suitable and adequate for the intended use and size of the boat.

2.04.2 Heavy items shall be permanently installed or securely fastened

SECTION 3 - STRUCTURAL FEATURES, STABILITY, FIXED EQUIPMENT

A boat shall be/have:

3.01 Strength of Build and Rig

3.01.1 Properly rigged, fully seaworthy and shall meet the OSR

3.01.2 Equipped with shrouds and at least one forestay that shall remain connected to the mast and the boat while racing (not applicable to boats with free-standing masts)

3.01.3 The forestay referenced above shall be sized and connected in a way that ensures it is capable of withstanding the full sailing loads independent of any headsail luff load capacity

3.02 Watertight Integrity of a Boat

Essentially watertight and all openings shall be capable of being immediately secured. Centreboard, daggerboard trunks and the like shall not open into the interior of a hull except via a watertight maintenance hatch with the opening entirely above the waterline

3.06 Exits - Monohulls

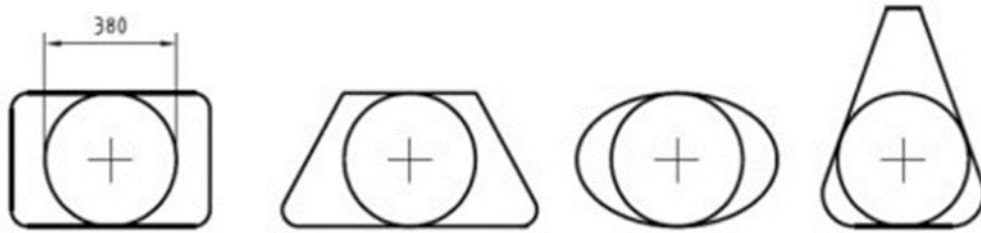
3.06.1 If the series date is after 1994 and LH is 8.5 m (28') and greater, a boat shall have at least two exits. One exit shall be located forward of the foremost mast except where structural features prevent its installation.

3.06.2 If first launched after 2013, the minimum clear hatch openings shall be:

- a) a circular hatch with diameter 450 mm (18"); or
- b) any other shape with minimum dimension of 380 mm (15") and minimum area of 0.18 m² (1.9 ft²) (see figure 1)

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Figure 1 - Measurements of Minimum Clear Opening



3.08 Hatches & Companionways

- 3.08.1 Hatch covers forward of the maximum beam station shall not open toward the interior of the boat, except hatches in the side of a coachroof or ports having an area of less than 0.071 m² (110 in²)
- 3.08.2 A hatch, including a hatch over a locker shall be:
- permanently attached and capable of being firmly shut immediately and remaining firmly shut in a 180° capsize
 - above the water when the boat is heeled 90°
A boat may have a maximum of two hatches on each side of centerline that do not conform to the requirement in b), provided that the opening of each is less than 0.071² m (110 in²)
- A boat may have a maximum of two hatches on each side of centerline that do not conform to the requirement in b), provided that the opening of each is less than 0.071 m² (110 in²).
- 3.08.3 Hatches not conforming with 3.08.1 shall be clearly labelled and used in accordance with the following instruction "NOT TO BE OPENED AT SEA"
- 3.08.4 Companionway hatches:
- fitted with a strong securing arrangement which shall be operable from the exterior and interior even when the boat is inverted
 - blocking devices:
 - capable of being retained in position with the hatch open or shut
 - secured to the boat (e.g. by lanyard) for the duration of the race
 - permit exit in the event of inversion
- 3.08.5 If a monohull with cockpit(s) that is / are not contained cockpit(s) a boat shall have:
- a companionway sill that does not extend below the local sheerline, or
 - a companionway in full compliance with ISO 11812 category A.
- 3.08.6 If a monohull with contained cockpit(s) where the companionway extends below the local sheerline, a boat shall have panels capable of blocking the companionway up to the level of the local sheerline whilst giving access to the interior.

3.09 Cockpits

3.09.1 General

- Cockpits that self-drain quickly by gravity at all angles of heel and are permanently incorporated as an integral part of the boat
- A cockpit sole at least 2% LWL above the waterline (or in IMS boats with first launch before 2003, at least 2% L above the waterline)
- A bow, lateral, central or stern well is a cockpit for the purposes of OSR 3.09

3.09.2 Cockpit Volume

The maximum combined volume below lowest coamings of all contained cockpits shall be:

- series date before April 1992: 9% (LWL x maximum beam x freeboard abreast the cockpit),
- series date after March 1992 as above for the appropriate category except that "lowest coamings" shall not include any aft of the FA station (the transverse station at which the upper corner of the transom meets the sheerline) and no extension of a cockpit aft of the working deck shall be included in calculation of cockpit volume.

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3.09.3 Cockpit Drains

Cockpit drain cross section area of unobstructed openings (after allowance for screens if fitted) shall be at least that of:

- a) 2 x 25 mm (1") diameter or equivalent for a boat less than 8.5 m (28') LH
- b) 4 x 20 mm (3/4") diameter or equivalent for a boat 8.5 m (28') LH or greater

3.10 Sea Cocks or Valves

Permanently installed sea cocks or valves on all through-hull openings below the waterline except for integral deck scuppers and instrument through-hulls

3.11 Sheet Winches

Sheet winches 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 securely fastened to the mast step or adjoining structure.

3.14 Pulpits, Stanchions, Lifelines

3.14.1 General

The perimeter of the deck surrounded by system of lifelines and pulpits as follows:

- a) Continuous lifelines fixed only at (or near) the bow and stern. However a gate on each side of a boat is permitted. Except at its end fittings and at gates, the movement of a lifeline in a fore-and-aft direction shall not be constrained. Temporary sleeving in 3.14.3 c) shall not modify tension in the lifelines.
- b) Minimum heights of lifelines and pulpit rails above the working deck and vertical openings:
 - i upper: 600 mm (24")
 - ii intermediate: 230 mm (9")
 - iii vertical opening: no greater than 380 mm (15") except that on a boat with a series date before 1993 where it shall be no greater than 560 mm (22")
 - iv a boat less than 8.5 m (28') LH may use a single lifeline system with a height between 450 mm (18") and 560 mm (22")
- c) Lifelines permanently supported at intervals of not more than 2.2 m (7'-2 1/2") and shall not pass outboard of supporting stanchions
- d) Pulpit and stanchion bases permanently installed with pulpits and stanchions mechanically retained in their bases
- e) the outside of pulpit and stanchion base tubes no further inboard from the **perimeter of the deck** than 5% of boat beam or 150 mm (6"), whichever is greater, nor further outboard than the perimeter of the deck, where the **perimeter of the deck is defined as the hull and deck intersection at an angle of not more than 15 degrees to the horizontal in a transverse plane when the yacht is upright,**
- f) Stanchions straight and vertical except that:
 - i within the first 50 mm (2") 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")
 - ii stanchions may be angled to not more than 10° from vertical at any point above 50 mm (2") from the deck
- g) A bow pulpit may be open provided the opening between the pulpit and any part of the boat does not exceed 360 mm (14")

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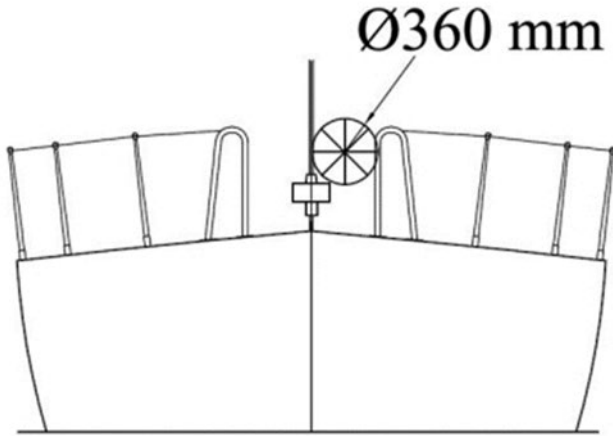


Figure 2 - Diagram Showing Pulpit Opening

- h) Lifelines may terminate at or pass through adequately braced stanchions set inside and overlapping the bow pulpit
- i) When a deflecting force of 4 kg (8.8 #) is applied to a lifeline at the mid-point of the longest span between supports that are aft of the mast, the deflection shall not exceed:
 - i 50 mm (2") for an upper or single lifeline
 - ii 120 mm (4 ¾") for an intermediate lifeline

3.14.3 Lifeline Specifications

- b) Lifelines of either:
 - i stranded stainless steel wire or
 - ii HMPE
- c) The minimum diameter as specified in table 4 below
- d) Stainless steel lifelines shall be uncoated and used without close-fitting sleeving; however, temporary sleeving may be fitted provided it is regularly removed for inspection.

LOOR Modifies 3.14.6 d) to Vinyl coated lifelines are permitted in LOOR events. Skippers are required to remove the coating to either side of any apparent rust and verify the integrity of the lifelines; this is particularly important for older yachts with original lifelines or yachts that have been exposed to salt water in the past.
- e) A lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm (4"). This lanyard shall be replaced annually
- f) All components of the lifeline enclosure system shall have a breaking strength no less than the lifeline
- g) When HMPE is used, it shall be protected from chafe and spliced in accordance with the manufacturer's recommended procedures

TABLE 4 – Lifeline Diameter Requirements

L _H	Wire	HMPE rope (Single braid)	HMPE Core (Braid on braid) min. lifeline outside diameter
under 8.5 m (28')	3 mm (1/8")	4 mm (5/32")	6 mm (1/4")
8.5 m - 13 m	4 mm (5/32")	5 mm (3/16")	7 mm (9/32")
over 13 m (42'-8")	5 mm (3/16")	5 mm (3/16")	7 mm (9/32")

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3.18 Toilet

3.18.2 Permanently installed toilet or fitted bucket.

LOOR modifies 3.18.2 to delete fitted bucket. Black water discharge is not permitted on Lake Ontario.

3.19 Bunks

3.19.1 Permanently installed bunks

3.22 Hand Holds

Adequate hand holds fitted below deck

3.23 Bilge Pumps and Buckets

3.23.1 a) two strong buckets, each with a lanyard and of at least 9 l (2.4 US Gal) capacity
d) one manual bilge pump

3.23.2 All required permanently installed bilge pumps shall be operable with all cockpit seats, hatches and companionways shut and with permanently installed discharge pipe(s) of sufficient capacity

3.23.3 Bilge pumps shall not be connected to cockpit drains and shall not discharge into a Closed Cockpit

3.23.4 Bilge pumps shall be readily accessible for maintenance and for clearing out debris

3.23.5 All removable bilge pump handles retained by a lanyard

3.24 Compass

a) Permanently installed marine magnetic steering compass, independent of any power supply, correctly adjusted with deviation card

3.25 Halyards

3.25.1 A minimum of two halyards, each capable of hoisting a sail, on each mast

3.27 Navigation Lights

3.27.1 that conform to the International Regulations for Preventing Collisions at Sea (Part C and Technical Annex I) and shall be exhibited as required by those regulations.

3.27.2 mounted above sheerline and so that they will not be masked by sails or the heeling of the boat

3.27.4 spare bulbs (not required for LED)

3.28 Engines, Generators, Fuel

3.28.1 Propulsion Engines

a) engines and associated systems installed in accordance with their manufacturers' guidelines and suitable for the size and intended use of the boat

f) an inboard combustion engine shall have a permanently installed exhaust, cooling system, fuel supply, fuel tank(s) and shall have adequate heavy weather protection,

g) an inboard electrical engine, when fitted, shall be provided with a permanently installed power supply, adequate heavy weather protection and have an engine control system.

3.28.2 Generator

If an optional generator separate from the propulsion engine is carried, it shall be installed in accordance with the manufacturer's guidelines

3.28.4 Battery Systems

a) batteries installed after 2011 shall be of the sealed type from which liquid electrolyte cannot escape,

b) At the start a boat with an electric engine shall carry sufficient capacity to meet electrical requirements for the duration of the race and to motor at the above minimum speed for at least 5 hours.

3.29 Communications Equipment, GPS, Radar, AIS

3.29.2 a hand-held marine VHF transceiver, watertight or with a waterproof cover.

3.29.4 a second radio receiver, which may be the handheld VHF in 3.29.1 above, capable of receiving weather bulletins

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SECTION 4 - PORTABLE EQUIPMENT

A boat shall have:

4.01 Sail Letters & Numbers

4.01.1 Identification on sails which complies with RRS 77 and RRS Appendix G

4.03 Soft Wood Plugs

A tapered soft wood plug stowed adjacent to every through-hull opening

4.05 Fire Fighting Equipment

4.05.1 A fire blanket adjacent to every cooking device with an open flame

4.05.3 2 fire extinguishers in different parts of the boat

LOOR events accept Governmental authority requirements for fire extinguishers in accordance with vessel registry, modifying 4.05.2

4.06 Anchors

4.06.2 1 un-modified anchor that meets the anchor manufacturer's recommendation based on the boat's dimensions with suitable combination of chain and rope, ready for immediate assembly, and ready for deployment within 5 minutes.

4.08 First Aid Manual and First Aid Kit

A First Aid Manual and First Aid Kit. The contents and storage of the First Aid Kit shall reflect the likely conditions and duration of the passage, and the number of crew

4.09 Foghorn

A foghorn

4.10 Radar Reflector

4.10.1 A passive radar reflector with:

- a) octahedral circular plates of minimum diameter 30 cm (12"), or
- b) octahedral rectangular plates of minimum diagonal dimension 40 cm (16"), or
- c) a non-octahedral reflector with a documented Root Mean Square minimum Radar Cross Section (RCS) area of 2 m² (22 ft²) from 0-360° of azimuth and ±20° of heel

4.11 Navigation Equipment

4.11.2 Navigational charts and chart plotting equipment. If electronic-only, an independent alternative shall be on board.

4.12 Safety Equipment Location Chart

A safety equipment location diagram in durable waterproof material, clearly displayed in the main accommodation, marked with the location of principal items of safety equipment

4.13 Depth, Speed and Distance Instruments

4.13.2 A depth sounder

4.16 Tools and Spare Parts

4.16.1 Tools and spare parts, suitable for the duration and nature of the passage

4.16.2 An effective means to quickly disconnect or sever the standing rigging from the boat

4.17 Boat's name

The boat's name on miscellaneous buoyant equipment, such as lifejackets, cushions, lifebuoys, recover slings, grab bags etc.

4.18 Retro-reflective material

Marine grade retro-reflective material on lifebuoys, recovery slings, liferafts and lifejackets

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4.22 Lifebuoys

- 4.22.3 a) a lifebuoy with a self-igniting light, a whistle and a drogue, within reach of the helmsman and ready for immediate use
- e) Each inflatable lifebuoy and any automatic device shall be tested and serviced at intervals in accordance with its manufacturer's instructions

4.22.4 Heaving Line

A heaving line, no less than 6 mm (1/4") diameter, 15 - 25 m (50 - 75') long, readily accessible to cockpit

4.23 Pyrotechnic and Light Signals

Modified so LOOR accepts governmental authority requirements for pyrotechnic and light signals in accordance with vessel registry.

4.25 Cockpit Knife

A strong, sharp knife, sheathed, securely restrained and readily accessible from the deck or a cockpit

4.26 Storm & Heavy Weather Sails Inventory

The following storm & heavy weather sails as specified in OSR 4.27:

- 4.26.6 either mainsail reefing to reduce the luff luff by 12.5% or a heavy-weather jib (or rotating wing mast if suitable) or heavy-weather sail in a boat with no forestay)

LOOR requires an adequate means of reefing the mainsail by at least 30% of the luff length shall be installed (12% shall suffice if a storm jib, number 4 jib or roller furling genoa is on board). This modifies the entirety of 4.26 and 4.27

4.27 Storm & Heavy Weather Sail Specifications

Where required by OSR 4.26, the specifications of heavy weather sails shall follow:

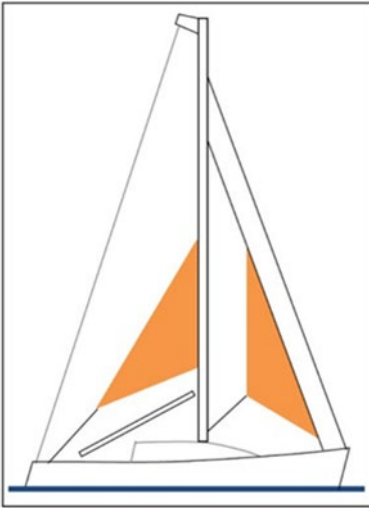


Figure 3 – Storm Sails

4.27.1 Design

- a) The material of the body of a storm sail purchased after 2013 shall have a highly-visible colour (e.g. dayglo pink, orange or yellow)
- b) Aromatic polyamides, carbon and similar fibres shall not be used in a trysail or storm jib but HMPE and similar materials are permitted
- c) Sheeting positions on deck for each storm and heavy-weather sail
- d) Sheeting positions for the trysail independent of the boom
- e) The maximum area of storm and heavy weather sails shall be lesser of the areas below or as specified by the boat designer or sailmaker

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4.27.3 A Heavy Weather Jib (or Heavy Weather Sail in a boat with no Forestay) with:

- a) area, **in unreefed condition**, of 13.5% height of the foretriangle squared, and
- b) readily available method, independent of a luff groove, to attach to the stay.

For sails made after 2011: Storm and heavy weather jib areas calculated as: $(0.255 \times \text{luff length} \times (\text{luff perpendicular} + 2 \times \text{half width}))$.

SECTION 5 - PERSONAL EQUIPMENT

Each crew member shall have:

5.01 Lifejacket

A lifejacket which shall:

- a) i if manufactured before 2012 comply with ISO 12402 - 3 (Level 150) or equivalent, including EN 396 or UL 1180 and:
 - if inflatable have a gas inflation system
 - have crotch/thigh straps (ride up prevention system (RUPS))
- ii if manufactured after 2011 comply with ISO 12402-3 (Level 150) and be fitted with a whistle, lifting loop, reflective material, automatic/manual gas inflation system and:
 - crotch/thigh straps (ride up prevention system (RUPS))

or

iii if manufactured after 2011 comply with UL1180 and be fitted with a whistle, reflective material and:

- **Crotch / thigh straps (ride up prevention system (RUPS))**
- **an integral safety harness in compliance with OSR 5.02**

Sail Canada note - ISO 12402 is not currently approved by Transport Canada

c) be clearly marked with the boat's or wearer's name

f) if inflatable, regularly checked for air retention

LOOR prescribes crotch strap(s) / thigh straps that are functionally equivalent to ISO 12401 will be accepted by LOOR.

5.01.4 The person in charge shall personally check each lifejacket at least once annually.

SECTION 6 – TRAINING

6.01 Training

6.04 Routine Training On-Board

At least annually the crews shall practice the drills for:

- a) Crew-Overboard Recovery
- b) Abandonment of vessel

LOOR highly recommends that 30% or more of the crew have undertaken a Sail Canada Coastal Personal Survival Training Course, or training accepted as equivalent by LOOR within the five years before the start of the race.

6.05 Medical Training

6.05.3 At least **two** crewmembers of the crew shall be familiar with First Aid procedures, hypothermia, drowning, cardio-pulmonary resuscitation and relevant communications systems
The appendices listed below are included in the "Complete" version of the current World Sailing OSR available at www.sailing.org/documents/offshorespecialregs/index.php

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APPENDICES TO THE WORLD SAILING OFFSHORE SPECIAL REGULATIONS

Appendix A - Moveable and Variable Ballast

Appendix B - For Inshore Racing

Appendix C - For Inshore Dinghy Racing

Appendix D - A guide to ISO and other Standards

Appendix E - World Sailing Code for the organisation of Oceanic Races

Appendix F - Standard Inspection Card

Appendix G - Model Training Course Offshore Personal Safety

Appendix H – Medical Training

Appendix J - Hypothermia

Appendix K - Drogues and sea anchors

Appendix L – Model Keel and Rudder Inspection Procedure

Appendix M – Optional Wording for Organising Authorities NoRs and SIs