

**WORLD SAILING OFFSHORE SPECIAL REGULATIONS INSPECTION CARD - CATEGORY 3**

Category 3: Races across open water, most of which is relatively protected or close to shorelines (OSR 2.01.4)

The present inspection card is based on World Sailing Offshore Special Regulations (OSR) 2024-2025

Yacht: \_\_\_\_\_ Sail No: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Person in charge substitute (OSR 1.02.1): \_\_\_\_\_ Person in charge: \_\_\_\_\_ Signed: \_\_\_\_\_

Inspector: \_\_\_\_\_ Signed: \_\_\_\_\_ Comments: \_\_\_\_\_ Crew number: \_\_\_\_\_

The full compliance with OSR ([www.sailing.org](http://www.sailing.org)) is the sole responsibility of the person in charge and it cannot be limited to the present inspection card (OSR 1.02).

The OSR do not replace, but rather supplement, the requirements of governmental authority, or any other rules or regulations (OSR 1.01.2).

All equipment required by OSR shall function properly and, if it has expiry date, it will not exceed the expiry date while racing (OSR 2.04.1).

Show the following:	OSR §	Comment
Stability in compliance with ISO 12217-2 cat. ≥ B (with CE mark or designer's declaration).	3.04.1	
If not, (a) ORC Stability Index ≥ 103, or (b) IRC SSS Base Value ≥ 15 (series date < 2000) or (c) other options as per 3.04.2	3.04.2	
Heavy items shall be permanently installed or securely fastened.	2.04.2	
Keel and rudder inspected within past 2 years by the owner (or their rep) as per Appendix L with completed & signed form	3.02.4	
In case of unintentional grounding, an inspection by qualified person has been performed.	3.02.5	
Marine magnetic compass, permanently installed & independent of power supply.	3.24a,b	
A second compass, which may be hand-held and/or electronic.		
No halyard shall be locked, lashed or otherwise secured to the mast in a way that requires a person to go aloft in order to lower a sail in a controlled manner, except for a headsail in use with a furling	3.25.2	
Navigation lights mounted above sheerline and so that they will not be masked by sails or the heeling of the boat.	3.27	
Reserve navigation lights powered independently. Spare bulbs (not required for LED).		
Engine with min speed(knts)=1.8x√(LWL)(meters). Fuel or capacity for charging for all the race & to motor at min speed for ≥ 5hrs. A dedicated engine/gen start battery when electric starter is the only method to start the engine and/or separate generator.	3.28.1b 3.28.3b, 4c	
Fuel tanks: rigid (but may have permanently installed flexible linings) and shall have a shutoff valve.	3.28.3a	
Batteries installed after 2011 shall be of the sealed type from which liquid electrolyte cannot escape.	3.28.4a	
Marine transceiver. In case of VHF, shall have: masthead antenna, emergency antenna, channel 72, min power 25W, and, if installed after 2015, shall be DSC capable with an assigned MMSI, connected to GPS.	3.29.5 3.29.6a,b,e,f	
AIS Transponder which either shares the masthead VHF antenna via a low loss AIS antenna splitter; or has a dedicated AIS antenna mounted not less than 3 m above the Waterline.	3.29.7	
Hand-held marine VHF for each grab bag, watertight or w/waterproof cover. When not in use to be stowed in the grab bag.	3.29.1, 4 3.29.8	
A second radio receiver (may be the handheld VHF) for weather bulletins. GPS.		
A tapered soft wood plug stowed adjacent to every through-hull opening.	4.03	
2 fire extinguishers, ≥2kg dry powder or equiv., in different parts of the boat. A fire blanket near each cooking device.	4.05.2, 1	
Watertight lights min IP 67 & ≥400 lumens If not rechargeable LED, with spare batteries & bulbs.	4.07	
One flashlight stowed in each grab bag & one searchlight to search for person overboard at night and for collision avoidance.		
First Aid Kit & First Aid Manual suitable for the conditions and duration of the passage and the number of crew.	4.08	
Readily accessible grab bag (at least one or one per liferaft whichever is applicable, inherent flotation, ≥ 0.1 m² area high visibility colour on outside, with boat name, lanyard & clip), containing at least (unless stowed in the liferaft): a watertight hand held VHF with spare batteries, 3 hand flares, a watertight strobe light with spare batteries, a knife and a whistle.	4.21.1 4.21.4	
Foghorn. An effective means to quickly disconnect or sever the standing rigging from the boat.	4.09, 4.16.2	
Knife strong & sharp, sheathed & securely restrained, readily accessible from the deck/cockpit.	4.25	
Radar reflector: octahedral (with plates circular 30cm or rectangular 40cm) or of min 2m² radar cross-section.	4.10.1	
Navigational charts (not solely electronic) and chart plotting equipment.	4.11.1	
A knotmeter or distance measuring instrument (log). Depth sounder.	4.13.1, 2	
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.	4.12	
At least 2 L per person of drinking water for emergency use in a dedicated and sealed container or container(s)	3.21.3	
Pyrotechnic signals: 4 red hand flares, 2 orange smoke flares (in absence of expiry date: not older than 4 years).	4.23.a,b	
Lif jackets for the whole crew, boat's or wearer's name, reflective material, fitted with crotch/thigh straps, sprayhood (ISO 12402-8), emergency position indicating light (ISO 12402-8 or SOLAS LSA code 2.2.3), and comply with ISO 12402-3 Level 150 (or equivalent, including EN 396 or UL 1180 if manufactured < 2012) and, if inflatable, have a gas inflation system (& at least one gas inflatable lifjacket spare cylinder). In addition, if manufactured > 2011: be fitted with a whistle and lifting loop.	5.01.1, 2 4.18	
Safety harnesses for the whole crew compliant with ISO 12401 or equivalent.	5.02.1	
Harness tethers shall be ≤ 2m long, manufactured after 2000, compliant with ISO 12401 (or EN 1095 if manufactured < 2010), with self-closing hooks. All crew shall have a 1m harness tether, or a mid point snaphook in a 2m tether.	5.02.2 5.02.3	
Heavy Weather Jib, with unreefed area, ≤ 13.5% × (height of foretriangle)² ÷ 13.5% IG², with readily available means, independent of groove. Heavy weather jib area made after 1/1/2012 shall be calculated as: 0.255 × luff length × (luff perpendicular + 2 × half width) = 0.255 × HLU × (HLP + 2 × HHW).	4.26.2 4.27.1, 3	
Either Storm Trysail with area ≤ 17.5% × P × E (without headboard, without battens),	4.27.1, 2	
Or Mainsail reefing to reduce the luff by at least 40% (or rotating wing mast if suitable)	4.26.1	
Alternate method for displaying sail letters and numbers, to be displayed when none of the numbered sails are set.	4.01.2	
Anchors: Two (for L <sub>H</sub> ≥ 8.5m) or One (for L <sub>H</sub> < 8.5m). Based on the boat's dimensions, with suitable combination of chain and rope, ready for immediate assembly, and ready for deployment within 5 minutes.	4.06.1	
Blocking devices of companionway hatches: secured to the boat (e.g. by lanyard) for the duration of the race,	3.08.4b(ii)	
Lifelines: Two (for L <sub>H</sub> ≥ 8.5m) or One (for L <sub>H</sub> < 8.5m), uncoated stainless steel wire. Taut (upper or single lifeline: 5cm/4kg in the middle, intermediate: 12cm/4kg in the middle). If securing with lanyard, replace annually and gap ≤ 100mm.	3.14.1b, i 3.14.3e	
Toe rail >25mm at perimeter of the foredeck. Alternatively & only for series date <1984, 1 extra lifeline 25-50 mm above deck	3.17.1	
Two strong buckets, each with a lanyard and of at least 9 liters capacity.	3.23.1.a,c	
One permanently installed manual bilge pump, with handle and lanyard, operable with all cockpit seats, hatches etc shut.	3.23.5, 2	
Jackstays for harnesses (from webbing, HMPE or uncoated stainless steel wire ≥5mm), independent each side of the deck.	4.04.1, 2	
Clipping points: near working areas & suitable to clip on before coming on deck, for 2/3 of crew to be simultaneously clipped.	4.04.3	
An emergency tiller, except in case of (a) steering with an unbreakable metal tiller or (b) two methods to control the rudder with different components. A proven method of emergency steering available, with the rudder disabled.	4.15.1, 2	
Lifebuoy near the helmsman with self-igniting light, yacht's name, retro-reflective material, a whistle and a drogue.	4.22.3 4.17, 4.18	
Heaving line 15-25m long, diameter ≥ 6mm, readily accessible to cockpit.	4.22.4	
Recovery sling with (a) buoyant line of length no less than the shorter of 4×L <sub>H</sub> or 36m, (b) buoyancy section (horseshoe) with ≥ 90N buoyancy and (c) minimum strength capable to hoist a crewmember aboard.	4.22.5	
When required by the NoR, a liferaft with appropriate capacity, construction, equipment, packing, stowage (e.g. capable of being got to the lifelines or launched within 15 seconds,) & servicing.	4.20	
Two crew member familiar with First Aid procedures, hypothermia, drowning, CPR, and communications.	6.05.3	
When there are only two crewmembers, (a) at least one shall have undertaken training as in OSR 6.02, (b) a GPS capable of recording a crew overboard position, within 10 seconds, and monitoring that position without having to go below deck.	6.01.3, 4.22.2a	