

Safety Check List - Category 3 (monohull) JANUARY 2026 – DECEMBER 2027

PERSON IN CHARGE (see Racing Rules of Sailing 46): please prepare the boat, initial above the underline and sign where indicated.

The inspection is carried out as a courtesy. An inspector cannot limit or reduce the complete and unlimited responsibility of the owner and the person in

Boat

Sail Number

Number of crew on board

Declaración de Responsabilidad

"I hereby declare that I am the Person in Charge, that wherever I initial an item on this checklist it conforms to its associated Offshore Special Regulation (OSR), that I have read and understand the OSRs and in particular 1.02.1 and 1.02.2"

Nombre of the person in charge

Signature

Date

This document is a summary of the WORLD SAILING Offshore Special Regulations (OSR) for Category 3, published with the intention of assisting owners and clubs in checking safety equipment. Any questions or details regarding the rules should be referred to the official document available at World Sailing.

Acceptance of this document does not replace, but rather complement, the requirements established by the maritime authority or applicable legislation.

The use of the OSR does not guarantee the safety of the boat and her crew, but rather establishes safety measures required by the organizing authority.

REGLA	ELEMENTO PARA REVISAR	CUMPLE	
		Armador	Inspector
Section 2	All required equipment shall function properly, be regularly checked, and be correctly stowed.		
3.04.3	The stability index shall not be less than 103 for ORC races, or the value shall not be less than 15 for IRC.		
3.06	Two emergency exits. One exit shall be located forward of the foremost mast		
3.08.1	Hatch covers forward of the maximum beam station shall not open toward the interior of the boat (except area >710 cm ²)		
3.08.4/3.08.5	The companionway hatch shall have securing arrangements operable from both inside and outside. Blocking devices shall be secured in place. Any hatch located below the sheerline shall be secured with a lanyard.		
3.10	Permanently installed sea cocks or valves on all through-hull openings below the waterline except for integral deck scuppers and instrument through-hulls.		
3.14.1	The perimeter of the deck shall be surrounded by taut lifelines with bow and stern pulpits. Minimum height of the lifelines and pulpits above the working deck shall be: upper lifeline 600 mm and intermediate lifeline 230 mm. The vertical opening between lifelines shall not exceed 380 mm. Boats with LOA less than 8.5 m may have a single lifeline with a height between 450 mm and 560 mm. The spacing between stanchions shall not exceed 2.20 m.		
	The bow pulpit may have an opening between the pulpit and the forestay not exceeding 360 mm. When a force of 4 kg is applied at the midpoint of the lifeline span between stanchions, the deflection shall not exceed 50 mm for the upper lifeline and 120 mm for the intermediate lifeline.		
3.14.3	A lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm.		
	The lifelines shall be of stainless steel. IMPORTANT (see Table 5). Protective covering may be fitted, provided it can be removed for inspection.		
3.17	Permanently installed toe rail of minimum height 25 mm (1"), located at or no more than 100 mm (4") inboard of the perimeter of the deck from at least forward of the mast. On a boat with series date before 1984, an additional lifeline of between 25–50 mm (1–2") high is permitted in lieu of a toe rail.		
3.18	Permanently installed toilet or fitted bucket.		
3.19	Permanently installed bunks.		
3.20	Permanently installed cooking stove, capable of being operated safely at sea, with fuel shutoff control.		
3.21.1	Permanently installed delivery pump and water tank(s), or reusable container(s) capable of providing drinking water for the likely duration of the passage.		
3.21.3	Emergency Drinking Water. at least 2 L per person of drinking water for emergency use in a dedicated and sealed container or container(s).		
3.22	Adequate hand holds fitted below deck.		
3.23.1a)	Two strong buckets, each with a lanyard and of at least 9 L capacity.		
3.23.1e)	Provision to pump out all watertight compartments (except those filled with impermeable buoyancy).		
3.23.1d)	One manual bilge pump,		
3.23.3	Bilge pumps shall not be connected to cockpit drains and shall not discharge into a contained cockpit..		
3.23.4/3.23.5	Bilge pumps shall be readily accessible for maintenance and for clearing out debris.. All removable bilge pump handles retained by a lanyard.		
3.24 a)	Permanently installed marine magnetic steering compass, independent of any power supply, correctly adjusted with deviation card,		
3.24 b)	A second compass which may be hand-held and/or electronic.		

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3.27.1/2/3/4	Navigation Lights Mounted above sheerline and so that they will not be masked by sails or the heeling of the boat. Spare bulbs.		
3.28.1 b) d)	Inboard engine (or outboard engine if LOA is less than 12 m). It shall be connected to a properly secured fuel tank fitted with shut-off valves. The engine shall be capable of providing a minimum speed in knots of $(1.8 \times \text{the square root of LWL in metres})$		
3.28.3 a)	All fuel tanks for storage of liquid fuels shall be rigid (but may have permanently installed flexible linings) and shall have a shutoff valve,		
3.28 b)	At the start a boat with a combustion engine shall carry sufficient fuel to meet charging requirements for the duration of the race and to motor at the above minimum speed for at least 5 hours.		
3.28.4	A dedicated engine/generator starting battery when an electric starter is the only method for starting the engine and/or separate generator.		
3.29.1	A hand-held marine VHF transceiver, with minimum 5 W output power, for each grab bag, watertight or with a waterproof cover. When not in use to be stowed in the grab bag (see OSR 4.21).		
3.29.4	A second radio receiver, which may be the handheld VHF in OSR 3.29.1 above, capable of receiving weather bulletins.		
3.29.6 a) b) f)	A marine VHF radio transceiver with an emergency antenna independent of the mast. It shall have a minimum output power of 25 W. If installed after 2015, it shall be DSC capable, programmed with an assigned MMSI number (unique to the boat), connected to a GPS receiver, and capable of making distress alert calls as well as sending and receiving DSC position reports with another DSC-equipped station.		
3.29.6 h)	if the number of crewmembers is fewer than 3, have an external speaker in the cockpit.		
3.29.8	A GPS		
4.03	A tapered soft wood plug stowed adjacent to every through-hull opening.		
4.04	Dos líneas de vidas de proa popa debidamente sujeta por ambas bandas del barco para asegurar los arneses. Pueden ser de acero o Dynema/spectra de 5 mm mínimo de diámetro		
4.05.1	A fire blanket adjacent to every cooking device.		
4.05.2	2 fire extinguishers, each with 2 kg of dry powder or equivalent, in different parts of the boat.		
4.06.1	2 un-modified anchors that meet 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.		
4.07	Flashlights and searchlights need to be watertight (min IP67 rated), need to have spare batteries or be rechargeable, have spare bulbs or be an LED type, and need to provide at least 400 Lumens. The following need to be provided: a) a searchlight, suitable for searching for a person overboard at night and for collision avoidance, b) stowed in each grab bag (see OSR 4.21), a flashlight.		
4.08	A First Aid Manual and First Aid Kit.		
4.09	A foghorn.		

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4.10	Radar reflector. Octahedral type with a minimum diameter of 30 cm, or a reflector providing an equivalent reflective area of 2 m.		
4.11	Navigational charts (not solely electronic) and chart plotting equipment.		
4.12	Navigational charts and chart plotting equipment. If electronic-only, an independent alternative shall be on board.		
4.13	A speed log and a depth sounder.		
4.15	An emergency tiller capable of being fitted to the rudder stock except when the principal method of steering is by means of an unbreakable metal tiller.		
4.16	Tools and spare parts. An effective means to quickly disconnect or sever the standing rigging from the boat.		
4.17	The boat's name on miscellaneous buoyant equipment, such as lifejackets, cushions, lifebuoys, recovery slings, grab bags, etc		
4.18	Marine grade retro-reflective material on lifebuoys, recovery slings, liferafts and lifejackets.		
4.22.3	A lifebuoy with a self-igniting light, a whistle, and a drogue within reach of the helmsman and ready for immediate use,.		
4.22.4	A heaving line, no less than 6 mm (1/4") diameter, 15–25 m (50–75') long, readily accessible to cockpit.		
4.22.5	A recovery sling which includes a: a) buoyant line of length no less than the shorter of 4 times LH or 36m (120'), b) buoyancy section (horseshoe) with no less than 90 N (20#) buoyancy, c) minimum strength capable to hoist a crewmember aboard.		
4.23	a) 2 orange smoke LSA III 3.3, b) 4 red hand flares LSA III 3.2.		
4.25	A strong, sharp knife, in a securely restrained sheath shall be readily accessible from the deck or a cockpit.		
4.26.3	Either a storm trysail or mainsail reefing to reduce the luff by at least 40% (or rotating wing mast if suitable),		
4.26.5 /4.27.3	A heavy weather jib. It shall not exceed 13.5% of the height of the foretriangle (IG		
5.01.1	One lifejacket per crewmember fitted with a whistle, the boat's name, and retro-reflective material, ISO approved.		
5.02	One safety harness and tether per crewmember complying with ISO 12401, with the tether not exceeding 2 metres in length.		

When required and mandatory by the Organizing Authority for the event

Liferaft expiry date and person capacity	
EPIRB expiry date	