

RACING & SAILING RULES AND SPECIAL REGULATIONS

for use in events organised by
Sail Training International

2010 Edition





Sail Training International

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**FUNDAMENTAL
RULES****(a) International Rules for Preventing Collisions at Sea**

Sail Training Races will be started and sailed under the 1972 International Regulations for Preventing Collisions at Sea, as amended (COLREGS). The Racing and Sailing Rules of the International Sailing Federation (ISAF) do NOT apply at any time during Sail Training International Group Races with the exception of ISAF Offshore Special Regulations as referred to in the Special Regulations Part 2 of these Rules.

(b) Assistance to Vessels in Danger

Participating vessels shall give all possible assistance to any vessel or person in danger. In such cases, the vessel should report the details on her Declaration Form and the Race Committee will award a Time Allowance, in relation to the time spent on the assistance operation.

(c) Decision to Start the Race

Once a vessel has been accepted as a participant in any race or event organised by Sail Training International Group, the decision to start and continue the race or event is the responsibility of the captain/master.

(d) Acceptance of these Rules

All captains/masters and owners of vessels competing in Sail Training Races shall be governed by these Rules and shall agree to accept any penalty imposed by the Race Committee.

DEFINITIONS**(e) Definitions**

The 'Race Committee' and 'Race Control' are defined in the Sailing and Communications Instructions that are published by Sail Training International Group and issued to each participating vessel before the start of each race.

The general authority of the Race Committee is described in Rule 10.

'Sail Training International Group' means Sail Training International Group Limited, or where appropriate, Tall Ships Races (Europe) Limited, Tall Ships International Limited or Tall Ships Atlantic Challenge Limited, whichever company is responsible for the management of the relevant race.

GENERAL RULES

- 1 COMPOSITION OF CREW** The composition of crew is contained in **PART 3** of these Rules.
- 2 DESCRIPTION OF CLASSES**
- 2.1 CLASS A - All square-rigged vessels and all other vessels over 40m length overall (LOA).
- 2.2 CLASS B - Traditional-rigged vessels with an LOA of less than 40m and with a waterline length (LWL) of at least 9.14m.
- 2.3 CLASS C – Modern-rigged vessels with a LOA of less than 40m and with a LWL of at least 9.14m, not carrying spinnaker-like sails (see Rule 28.3).
- 2.4 CLASS D – Modern-rigged vessels with a LOA of less than 40m and with a LWL of at least 9.14m, carrying spinnaker-like sails (see Rule 28.3).
- Notes:
1. Square-rigged vessels (Class A) are defined as those vessels whose sail plan is ship, barque, barquentine, brig or brigantine.
 2. Traditional-rigged vessels (Class B) are defined as those vessels whose sail-plan has a predominance of gaff sails.
 3. Modern-rigged vessels (Classes C and D) are defined as those vessels whose sail-plan has a predominance of Bermudan sails.
 4. Only vessels racing in Class D may carry spinnaker-like sails (See Rule 28)
 5. Length Overall (LOA) is the length between the forward end of the STEM post and the after end of the STERN post. It does not include the bowsprit, pulpit or any other extension at the bow or stern.
- 3 DIVISION OF CLASSES** CLASS A, CLASS B, CLASS C and CLASS D may be divided into divisions if the number of entries warrants it.
- 4 OBSERVANCE OF RULES** When vessels sail at night and are out of sight of one another, the captain/master may be the sole judge of whether the rules have been kept or not. He must, when signing the Declaration Form, be satisfied that no attempt had been made to win the race other than by fair sailing. The deck log, engine log, track chart or the viewing of electronic chart voyage data may be required as evidence if a Protest has to be heard.
- 5 MULTI-HULLED VESSELS** No Multi-Hulled vessel may take part in any sail training race or other events organised by Sail Training International Group.

(RULES 6 – 9 SPARE)

RACING RULES

10 GENERAL AUTHORITY OF THE RACE COMMITTEE

All races shall be under the direction of the Race Committee. All matters, and in particular relating to the imposition of penalties or other sanctions, shall be subject to their approval and any questions and disputes, which may arise, shall be subject to their decision - see RULE 30. Their decision shall be based upon these rules so far as they apply, but, as no rules can be devised capable of meeting every incident and accident of sailing, the Race Committee shall have the power to make decisions in accordance with the customs of the sea. They will discourage all attempts to win a race by any means other than fair sailing – see RULE 51.

11 RATING

11.1 Every vessel must have a valid Sail Training International Group Rating Certificate before the start of a race. The Time Correction Factor (TCF) of every vessel competing will be available together with the Sailing and Communication Instructions at the Sail Training International Group Race Office before the start of a race. The TCF so listed at the start of a race shall be that from which the vessels corrected time will be calculated, and shall be final for that race.

11.2 Rating Certificates are valid for the year of issue only, as each year a vessel's Age Allowance increases. In addition, the Sail Training International Group Rule of Rating is amended from time to time when a better appreciation of the potential speed of different vessels can be assessed.

12 RACE DOCUMENTATION

12.1 Crew Lists

12.1.1 No vessel may start a sail training race or cruise-in-company until the official Sail Training International Group Crew List has been lodged with the Race Office and accepted by the Race Committee as complying with the composition of crew applicable to the Race Series (See PART 3). Only the crew list supplied by the Sail Training International Group Race Office, or an equivalent IMO crew list acceptable to the Race Committee, will be acceptable and the following information must be provided for everyone on board in the race:

Name, sex, nationality, age, date of birth, number and nature of identification document, name and address and (if possible) telephone number of next of kin.

12.1.2 The age given of every person on board should be that on the day which the race or cruise-in company starts.

12.1.3 The crew list normally gives sufficient information to meet the requirements of the immigration authorities in addition to supplying the information required by Sail Training International Group.

12.1.4 Unless previously agreed with the Race Committee, completed Crew Lists signed by the captain/master must be handed in to the STI Race Office by no later than 12 hours before the official fleet undocking time as published in the Advance Notice and Arrival Arrangements. Failure to do so will incur a Standard Time Penalty (see RULE 27.2) or lead to disqualification.

12.2 Vessel Life Saving Appliances Check List

12.2.1 Every vessel shall present a completed VLSA Check List within 12 hours of the stated deadline for arrival in port as published in the Advance Notice and Arrival Arrangements (e.g. 23:59 hrs on the first official day where the event starts at 12:00). Failure to do so will incur a Standard Time Penalty (see RULE 27.2) or lead to disqualification, unless mitigating circumstances acceptable to the Race Committee caused the vessel to miss the deadline.

12.2.2 Any vessel that requires a re-inspection to be carried out within 24 hours of the official fleet undocking time as published in the Advance Notice and Arrival Arrangements will incur a Standard Time Penalty (see RULE 27.2), unless mitigating circumstances acceptable to the Race Committee caused the vessel to miss the deadline.

13 SAIL NUMBERS

13.1 Every vessel in CLASS B, CLASS C and CLASS D must show a sail number: any vessel without a sail number should apply to Sail Training International Group who will allocate a number in the "TS" (Training Ships) series. These numbers may be displayed on dodgers for those not wishing to mark sails.

13.2 The minimum dimensions of each figure/letter are:
Height 70cm
Width 50cm
Breadth 10cm

13.3 Failure to observe these rules will result in the vessel being penalised by having half the Standard Time Penalty (see Rule 27.2) added to her elapsed time, unless she has been given prior dispensation by the Race Committee.

14 FLAGS

14.1 **National Ensigns** All vessels MUST fly the flag of state under which they are registered when starting and finishing a race.

14.2 **Event Race Pennants** All vessels MUST fly the Event Race Pennant when in port, during related events at the ports of call as well as during the start and finish of a race. The Event Race Pennant is issued by the STI Race Office once a vessel has completed its race documentation to the satisfaction of the Race Committee (See Rule 12).

15 SPONSORS' ADVERTISEMENTS DISPLAYED BY COMPETING VESSELS

Rules on Sponsor's advertisements displayed by competing vessels are now contained in **PART 3** of these Rules.

16 RADIO COMMUNICATIONS

16.1 The Start Vessel (Race Control) will use VHF Radio at the Start of the race and the channel to be used will be published in the Sailing and Communication Instructions and confirmed at the Captains' Briefing prior to each race start. Time signals will be given prior to the Start and the names of the vessels over the Start Line too soon will be announced (see Rule 19.1). Information given by Radio is complementary to any written instructions issued for a race and any provision or failure of this aid shall not form the basis of any protest.

16.2 In races for which the Sailing and Communications Instructions specify that vessels must report their positions, any vessel which fails to do so will receive a Standard Time Penalty (see RULE 27.2) for each report missed. Any vessel which fails to report for three consecutive schedules may be disqualified. She will also be considered missing and emergency procedures may be initiated.

17 START OF RACE

- 17.1 A race starts from the Start Signal, but a vessel shall be subject to these Racing and Sailing Rules from the Class Signal given ten minutes before the Start Signal for her class, division, or Start Gate, until she either finishes the race or retires.
- 17.2 A competing vessel which manoeuvres in the vicinity of the Start Line after the Class Signal of her class has been made, shall be considered a participant whether or not she actually crosses the Start Line.
- 17.3 A vessel starts when, after the Start Signal, any part of her hull or equipment crosses the Start Line in the direction of the first mark.
- 17.4 A vessel will not be allowed to start a race unless it has been presented a completed VLSA Check List to the Sail Training International Group Race Office and successful completed any subsequent inspection.
- 17.5 A vessel will not be allowed to start after the Start Line has been broken unless it has obtained the permission of Race Control and/or the Race Committee to do so. Any such vessel will comply with normal Race Communications procedures as detailed in the Sailing and Communications Instructions or else it may be considered missing and emergency procedures may be commenced.
- 17.6 No vessel may enter the 'Start Box' (an area within half a mile of the Start Line – see Appendix 1 at page 12) until 15 minutes before the Start Signal for her class. The Race Director may dispense with restrictions on entering the 'Start Box' to allow vessels sufficient time to manoeuvre for the start when wind conditions are light.
- 17.7 Once the Start Line has been established, vessels may not enter the 'No-Go-Zone' (NGZ) at any time. The limit of the NGZ is a line from the Start Vessel bearing 90 degrees from the Start Line for a distance of half a mile (see Appendix 1 at page 12). Where practicable, a marker, or vessel will be positioned to indicate the extent of the NGZ.
- 17.8 All vessels, No Go Zone (NGZ), buoys or other devices designated in the Sailing Instructions as marking the limits of the Start Line are marks of the course as defined in Rule 29. (See also Rules 52.2 and 52.3.).
- 17.9 CLASS A ships will have a 'Start Gate' time of 15 minutes from the Start Signal. Their individual start time will be taken as they cross the Start Line at anytime within the 'Start Gate' (see Rules 17.3 and 19). If they have not crossed the Start Line by the 'Start Gate' time limit, then their Start Time will be taken as the 'Start Gate' time limit.
- 17.10 In principle, the Start Line will be established at least one hour before the start of the race. Where practicable, the Start Line will be set such that the wind will be abaft the beam of competing vessels (see Appendix 1).

18 POSTPONEMENT SIGNALS

- 18.1 If the start of a race is postponed, the Start Vessel (Race Control) will make an announcement on VHF Radio (on the VHF Channel published in the Sailing and Communications Instructions) and the following signals will be made:

30 MINUTE POSTPONEMENT – THE ANSWERING PENNANT will be hoisted and with TWO SOUND SIGNALS made.

OTHER POSTPONEMENTS – THE ANSWERING PENNANT will be hoisted above NUMERAL PENNANT(S) and TWO SOUND SIGNALS made. The pennant(s) number(s) will indicate the number of HOURS by which the start is postponed.
- 18.2 These postponement signals may be repeated by making TWO SOUND SIGNALS and dipping and re-hoisting the pennant(s).
- 18.3 The postponement signals given above apply to all classes which have not started at the time the signals are made.

19 RECALLS

- 19.1 Recall numbers will not be displayed. If any part of the vessel, or vessels, be on or across the Start Line when the signal to start is made, then the name of these vessels will be announced on VHF Radio (on the VHF Channel published in the Sailing and Communications Instructions) by the Start Vessel (Race Control), a SOUND SIGNAL made and NUMERAL PENNANT ZERO broken out.
- 19.2 Any CLASS A vessel over the Start Line too soon (see Rule 17.3) may NOT return over the Start Line. She will be able to accept a Standard Time Penalty (see Rule 27.2) or alternatively (at the discretion of the Race Committee) she may be able to exonerate herself by completing a 360-degree turn within a time specified by Race Control, whilst keeping well clear of all other vessels. She must record details on her Declaration Form (see Rule 34.2).
- 19.3 Any non-CLASS A vessel over the Start Line too soon (see Rule 17.3) shall return over the Start Line in accordance with Rule 17.8. Such vessels should not re-cross the Start Line directly against the specified starting direction and should go around the ends of the Start Line. They should also keep clear of all other vessels sailing in the specified starting direction and should not enter the NGZ (see Rule 17.7).
- 19.4 Vessels, which fail to comply with Rule 19.3, may be disqualified, or the Standard Time Penalty (see Rule 27.2) may be added to her elapsed time in the race, subject to a decision by the Race Committee. Notwithstanding the above, it is the Captain/master's responsibility to know whether the vessel has crossed the line early and to return in accordance with this rule.

20 USE OF ENGINES AT A START

- 20.1 An engine may not be used after the Class Signal (given 10 minutes before the Start Signal for the Class Division or Start Gate).
- 20.2 If at the time of the Class Signal (given 10 minutes before the Start Signal for the Class Division or Start Gate) a vessel is more than one mile of the Start Line, she may continue to use her engines or a tow until she is one mile from the Start Line.

Note: the intention of this rule is to enable vessels arriving late to cross the Start Line in reasonable time. It should not be used for the purpose of carrying momentum gained by the use of engines across the Start Line.

21 USE OF ENGINES DURING A RACE

- 21.1 An engine or power pump may not be used after the Class Signal (given 10 minutes before the Start Signal for the Class Division or Start Gate) except for charging batteries, pumping bilges or supplying power for weighing anchor or hauling off except as in Rule 20.2 and Rules 21.2, 21.4 and 21.5. (See also Rule 26).
- 21.2 If an engine is used to recover a man overboard, to render assistance, or in any other circumstance where there is a concern for safety, full details must be reported in writing to the Race Committee as soon as possible after the completion of a race.
- 21.3 If an engine is used either ahead or astern between the Class Signal (given ten minutes before the start for the Class Division or class gate) the vessel may have a standard time penalty (see Rule 27.2) added to her elapsed time for the race, except as provided in Rule 20.2.
- 21.4 Vessels may use their engine after the Class Signal (given ten minutes before the Start Signal for her Class Division or Start Gate) if it is necessary for the safety of the vessel to prevent her being driven ashore in the vicinity of the Start Line, or in other circumstance where her captain/master is concerned for her safety. The length of time that engines have been used for this purpose must be declared on the Declaration Form at the end of the race. The Race Committee will decide what penalty, if any, should be added to the elapsed time.
- 21.5 Vessels may use engines to put in for shelter or make emergency repairs

or to disembark a member of crew due to accident or illness. Following such action, any vessels that wish to rejoin the race must return to the position at which she ceased racing and used her engines. Precise details of the position at which racing was ceased/re-commenced, the length of time that engines have been used for this purpose and the reasons for putting in must be reported immediately to Race Control, or at the latest during the next Race Communications Schedule and reported on the Declaration Form to enable the Race Committee to decide what penalty, if any, should be added to the elapsed time. Time taken for this purpose will be considered as time racing. A time allowance will not be granted under this rule.

22 MEANS OF PROPULSION

No vessel shall employ any means of propulsion other than the natural action of the wind on the sails after the Class Signal (given 10 minutes before the Start Signal for the Class Division or Start Gate) for her class or division, except as in Rule 21.2, 21.4 and 21.5. (See also Rule 26).

23 JOINING, LEAVING OR GOING ASHORE

23.1 No restriction is placed upon crew leaving a vessel by any means, in order to take no further part in the race.

23.2 Crew members should not join a vessel during a race unless at an official stopover specified in the Sailing and Communications Instructions (see Rule 25.2) or in circumstances where safety is a consideration. Such cases must be reported as soon as possible to Race Control and noted on the Declaration Form.

24 STEERING

Use of automatic steering mechanisms is prohibited.

25 OUTSIDE ASSISTANCE

25.1 No vessel may take on any stores or water on board during a race except in an emergency, in which case the circumstances must be reported on the Declaration Form at the end of the race and every attempt should be made to inform Race Control at the time.

25.2 Where an official stopover is specified in the Sailing and Communications Instructions vessels may be re-supplied and crew changed in port.

25.3 If a vessel puts in for repairs during a race, replacements for defective equipment (but not sails, save with the permission of the Race Committee) may be embarked and repairs using outside assistance as required may be made. During such a stopover, new crew members should not be embarked (see Rule 23.2). Precise details of the repairs, equipment replaced and assistance received must be reported as soon as possible to Race Control and reported on the Declaration Form, to enable the Race Committee to decide what penalty, if any, should be added to the elapsed time. Time taken for this purpose will be considered racing. A time allowance will not be granted under this rule.

25.4 The analysis and interpretation of weather information for the purposes of selecting the race route shall only be carried out on board the vessel. A vessel shall not use external weather routing advice.

26 RUNNING ASHORE OR FOULING AN OBSTRUCTION

A vessel after grounding or fouling a buoy, vessel or other obstruction, may use her engines, anchors, boats, warps, spars and other gear to haul off. If an engine is used or external assistance received for this purpose the circumstances must be recorded on the Declaration Form at the end of the race and every attempt should be made to inform Race Control at the time.

27 RULE INFRINGEMENT AND STANDARD TIME PENALTY

27.1 If a vessel receives assistance from persons not being members of her own crew (as provided in Rule 25) or otherwise infringes or disobeys any Racing and Sailing Rules prescribed by Sail Training International Group she shall be penalised by disqualification or having the Standard Time Penalty (or proportion or multiple of the Standard Time Penalty) added to her elapsed time at the discretion of the Race Committee.

27.2 The Standard Time Penalty (STP) in hours will be one tenth of the square

root of the course distance plus 1 hour.

Examples:

For a course distance of 144 miles, the STP will be 2 hours 12 minutes.

For a course distance of 2,500 miles, the STP will be 6 hours.

28 SETTING SAILS

- 28.1 A vessel may set sails only in the position in which they are normally set and for which she has been measured and rated. For example, CLASS A vessels may not set special light weather or other headsails, or between mast staysails unless they are shown on the sail plans which have been submitted. Attention is also drawn to the fact that any headsail used at any time must be of an area less than or equal to the Area of Largest Headsail (ALH) as declared on the Vessel Measurement or Entry Form for which the vessel is rated. Sails that are normally set on a stay shall not be set flying. No more than one sail shall be set on any one stay unless it has been declared on the measurement form as rated sail area for the current TCF calculation (see Rule 11).
- 28.2 A vessel must declare on the Entry Form whether she will race with or without spinnaker. No change to this declaration will be accepted less than seven days before the start of the race other than in exceptional cases as agreed by the Race Committee.
- 28.3 When a vessel has declared on the Entry Form that she will race WITHOUT a spinnaker, a cruising spinnaker or other spinnaker-like sails shall not be carried. (See Rule 2).

Note:

The difference between a headsail and a spinnaker is that the mid-section girth of a headsail, measured from the midpoints of its luff and leech, does not exceed 50% of its foot, and no other intermediate girth exceeds a percentage similarly proportional to its distance from the head of the sail. A sail tacked down behind the foremast is not a headsail.

- 28.4 If any sail other than a headsail is flown forward of the foremast, the vessel shall race in CLASS D.
- 28.5 Only one spinnaker pole or bearing out spar shall be used at the same time except when gybing.

29 ROUNDING MARKS OF THE COURSE

- 29.1 A vessel shall sail the course in such a manner as to round or pass each mark on the required side and in correct sequence such that a string representing her wake from the time that she starts until the time that she finishes would, if drawn taught, lie on the required side of each mark.
- 29.2 When races are sailed in fog or at night, dead reckoning alone should not necessarily be accepted as evidence that a mark has been passed or rounded and where possible, confirmation by electronic navigational aids should be sought.
- 29.3 A vessel which in rounding or passing a mark, fouls it, shall be disqualified or penalised unless on her Protest Form it is established that she was wrongly compelled to do so by another vessel.

30 PROTESTS AND APPEALS

A Protest may be made by the captain/master of a vessel against another competitor where it is believed that a rule infringement, or a violation of the COLREGS, has taken place. The protesting vessel shall make every effort to inform the vessel protested against, that a Protest is being lodged. The protesting vessel shall inform Race Control of the details of the intended Protest at the earliest available opportunity.

- 30.1 All Protests shall be in writing and shall state:

- 30.1.1 The date, time and whereabouts of the incident.
- 30.1.2 The particular Rule(s) or Sailing Instruction alleged to have been broken or infringed.
- 30.1.3 A description of the incident.
- 30.1.4 Where required a diagram showing:
The course, positions and tracks of the vessel(s) concerned. The direction and strength of the wind and tide, and the depth of water if relevant.

30.2 The Protest shall be signed by the captain/master and lodged with the Race Committee at the Sail Training International Group Race Office as soon as possible after the finish of the protesting vessel. It must be accompanied by a protest fee of 100 Euros or the equivalent in the currency of the country in which the Protest is lodged. This fee will be returned unless the Race Committee considers the Protest frivolous.

30.3 The captain/master of a vessel that has been awarded a penalty or other sanction by the Race Committee has the right to appeal in writing. Appeals must be lodged with Race Committee within six hours of receiving written notification of a penalty.

31 FINISHING A RACE & VESSELS RETIRING FROM THE RACE

31.1 A vessel finishes when any part of her hull or equipment crosses the Finish Line from the direction of the last mark, but must continue to comply with these Rules so long as any part of her hull or equipment remains on the line.

31.2 As soon as a vessel is clear of the Finish Line she is no longer required to comply with these Rules, except that she shall continue to observe Rule 31.4 and any special regulations prescribed in the Sailing and Communications Instructions and shall keep clear of the Finish Line and all other competitors who have not yet finished.

31.3 A vessel retiring from a race must inform Race Control by any means available as soon as possible. She shall remain on the Communications Schedule and must continue to report her position and estimated time of arrival, unless she has been given permission to leave the Communications Schedule by Race Control. Failure to do so will result in the vessel being disbarred from taking part in the remainder of the event unless mitigating circumstances acceptable to the Race Committee caused the vessel to miss the Communications Schedule.

31.4 A vessel that has finished shall remain on the Communications Schedule and must continue to report her position and estimated time of arrival, unless she has been given permission to leave the Communications Schedule by Race Control. Failure to do so will result in the same scale of penalties as prescribed in Rule 16.2 unless mitigating circumstances acceptable to the Race Committee caused the vessel to miss the Communications Schedule.

31.5 Once a vessel has announced that she has retired, she will not be allowed to rejoin the Race.

32 RACE RESULTS, TIME LIMIT & FINISHING AT SEA

32.1 All sail training races will have a Time Limit published in the Sailing and Communication Instructions. If the Race Committee brings the Time Limit forward during a race, Race Control will inform the fleet during the fleet radio schedule published in the Sailing and Communication Instructions.

32.2 The final Race Results will be calculated by Corrected Time order by using the following formula:

$$CT = TCF \times ET$$

Where CT = Corrected Time; TCF = Time Correction Factor (Rule 11)
ET = Elapsed Time.

Example:

A vessel with a TCF of 0.7500 which completed the race with an ET of 4 days 21 hours 12 minutes and 39 seconds will have a CT of 3 days 15 hours 54 mins and 29 seconds.

32.3 Corrected times (CT) of the vessels which have not crossed the Finish Line by the Time Limit will be calculated from the following formula:

$$CT = TCF \times ET \times \left(\frac{D}{D-d} + \frac{0.2d}{D} \right)$$

Where D = length of the course as published in the Sailing and Communication Instructions; d = the distance of the vessel, in nautical miles, from the Finish Line at the time of the Time Limit; ET = the time in hours, from the start of the race to the published Time Limit.

32.4 The position of the vessel and its distance from the Finish Line (via any waypoints not yet rounded) at the time of the Time Limit must be recorded on the Declaration Form (see Rule 34.1).

Notes:

This Rule is intended to avoid disappointment to the slower vessels which, having sailed a challenging course, might otherwise not qualify for a result. Consequently a vessel which finishes "At Sea" is shown in the list of results and is eligible for any prizes which may be awarded for the race.

All distances will be calculated using the Great Circle formula. Where needed, the middles of the Start Line and Finish Line will be used to calculate distances.

A vessel will be deemed to have passed a waypoint when it has reported to Race Control that the waypoint is abeam, and it is on course to the next waypoint. If no report is passed to Race Control, then the parameters that have been set in the computer programme will be used to determine whether a waypoint has been passed.

33 TIMING

The Finish Time must be taken when the Finish Line is crossed and this time must be recorded, clearly stating the Time Zone being used, on the Race Declaration Form provided (see Rule 34.1), immediately after the vessel has finished. The time should be taken to the nearest second. The captain/master is to complete and sign the Race Declaration Form and the time entered is to be verified by another member of the crew. A time check is to be obtained as close to the finish as possible.

34 DECLARATIONS

34.1 A completed Race Declaration Form shall be lodged with the Race Committee at the Sail Training International Group Race Office as soon as the vessel berths at the Finish Port. Failure to do so will result in the vessel receiving a Standard Time Penalty (see RULE 27.2) or being treated as having failed to complete the course.

34.2 Any contravention, however trivial, of any of these Racing and Sailing Rules, the Sailing and Communication Instructions or any contravention of the COLREGS must be reported on the Race Declaration Form.

SAILING RULES

50 GENERAL

Owners are expected to ensure that captain/masters of vessels taking part in Sail Training International Group Races are thoroughly familiar with all current provisions of the COLREGS and understand their responsibilities with respect to these regulations.

51 FAIR SAILING

51.1 A vessel shall only attempt to win, or gain advantage over another vessel, by fair sailing and superior speed and skill. A vessel may be disqualified or penalised under this Rule in the case of clear-cut violation of the above principle.

51.2 A proven breach of the COLREGS will be construed as unfair sailing and may result in disqualification or Standard Time Penalty (see Rule 27.2).

52 RIGHT OF WAY

52.1 If a stand-on vessel is compelled to alter course to avoid collision with another vessel which ought to keep clear, the former may Protest (see Rule 30).

52.2 Before the Start, and throughout the race, any vessel when making an alteration of course which may affect another vessel, must do so only at a speed and manner which will give reasonable opportunity to the other vessel to avoid a collision, giving due regard to the diverse characteristics and limited manoeuvrability of other vessels.

52.3 When rounding marks of the course the outside vessel shall give the inside vessel room to pass the mark on the correct side.

52.4 When rounding or avoiding an obstruction which is not a mark of the course, if a stand-on vessel is compelled to alter course to allow a give-way vessel room to pass safely, the former may Protest (see Rule 30).

Notes:

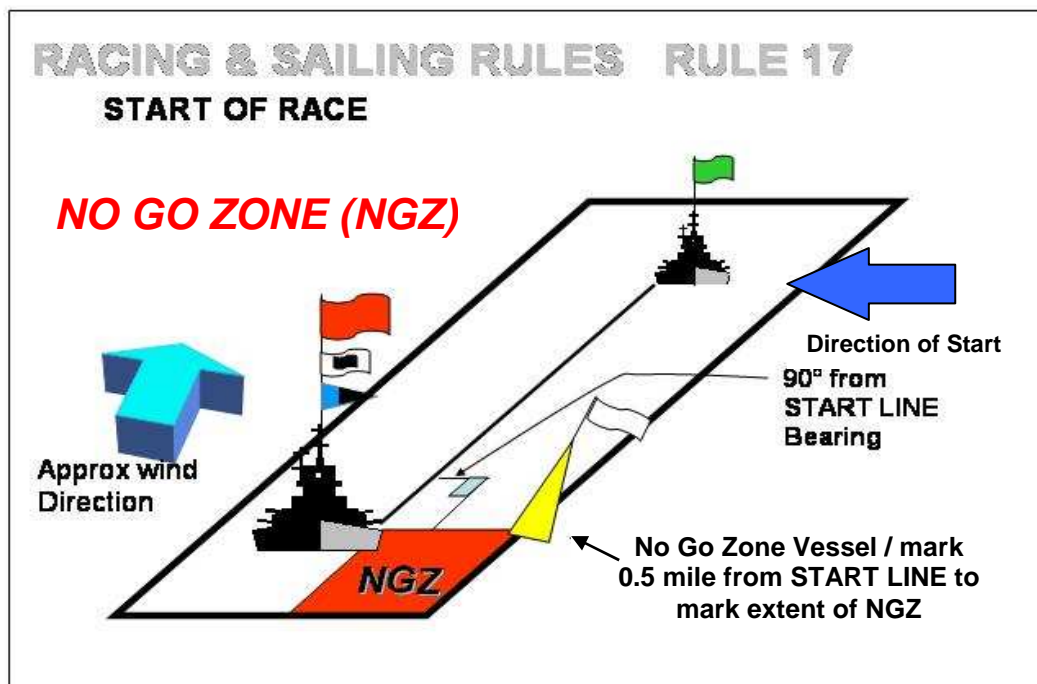
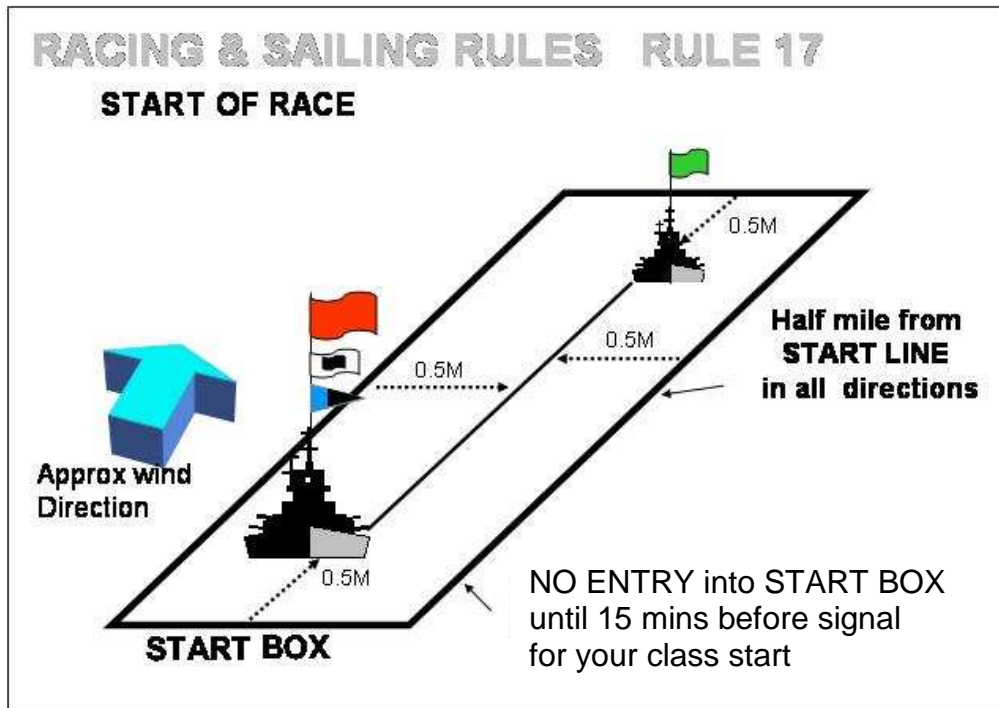
Attention is drawn to the following extract from Rule 2, Responsibility (b) of the COLREGS:

In construing and complying with these Rules, due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

Attention is also drawn to COLREGS Rule 8 (Action to Avoid Collision), Rule 16 (Action by Give-way Vessel) and Rule 17 (Action by Stand-on Vessel).

The different restrictions and handling characteristics should be taken into consideration with situations where fore & aft-rigged vessels and square-rigged vessels converge. Due caution should be especially exercised where small and large vessels are on converging courses and when proceeding to windward.

APPENDIX 1 to RACING & SAILING RULES RULE 17 – START OF RACE



SECTION 1 FUNDAMENTAL AND DEFINITIONS

- 1.01 PURPOSE AND USE**
- 1.01.1 These Special Regulations have been adopted and approved by the Board of Sail Training International Group.
- 1.01.2 The purpose of these Special Regulations is to establish a uniform minimum equipment standard for all vessels participating in events organised and run by Sail Training International Group.
- 1.01.3 These Special Regulations do not replace but rather supplement the requirements of international, national and governmental authorities.
- 1.01.4 In addition to these Special Regulations the attention of owners and captain/captain/masters is drawn to the ISAF (International Sailing Federation) Offshore Special Regulations which establish minimum equipment, training and accommodation standards.
- 1.02 RESPONSIBILITIES OF THE OWNER AND CAPTAIN/MASTER**
- 1.02.1 The safety of a vessel, her crew and its entire management is the sole and inescapable responsibility of the owner and captain/master who must do their best to ensure that the vessel is fully found, thoroughly seaworthy and manned by an experienced permanent crew who have undergone appropriate training and are physically fit to face inclement weather.
- 1.02.2 The owner and captain/master must ensure that all safety equipment is properly maintained and stowed and that all permanent crew and trainees know where it is kept and how it is to be used.
- 1.02.3 Neither the establishment of these Special Regulations, their use by Sail Training International Group, nor the inspection of a vessel under these Special Regulations in any way limits or reduces the complete and unlimited responsibility of the owner or captain/master.
- 1.02.4 The responsibility for the decision as to whether a vessel participates in any event organised by Sail Training International Group, including the decision to race or continue racing, is the owner's or captain's/master's alone.
- 1.02.5 Sail Training International Group accepts no responsibility or liability for loss of life or injury to crew members or others, or for the loss of, or damage to, any vessel or property.
- 1.02.6 The captain/master will be held responsible for the conduct of the vessel's crew before, during and after any event organised by Sail Training International Group. Misconduct may result in both captain/master and crew being excluded from future events organised by Sail Training International Group and renders a vessel liable to disqualification.
- 1.02.7 The owner is required to maintain insurance for the vessel to sail with trainees and take part in all programmed activities whether at sea (including racing) or in port. The captain/master may be required to provide evidence of insurance to the representative of Sail Training International Group or to a host port.
- 1.03 WORD USAGE**
- 1.03.1 The words "shall" and "must" are mandatory whilst the words "should" and "may" are permissive.

SECTION 2 APPLICATION AND GENERAL REQUIREMENTS

2.01 INSPECTIONS

- 2.01.1 Each vessel will be supplied with a checklist of mandatory Life Saving Appliances (LSA) designed to help the owner or captain/master ensure that the vessel complies with these Special Regulations. This checklist must be properly completed, signed and returned to the Sail Training International Group Race Committee before each race or event, or at such time as decided by the Race Committee (see Rule 12.2).
- 2.01.2 All vessels may be inspected for compliance with selected items on the list of mandatory LSA.
- 2.01.3 A number of vessels, selected by the Race Committee, may be subjected to a further Random Inspection for compliance with the full list of mandatory LSA on the supplied checklist. Random Inspections may be carried out at any time before a race or during an event.
- 2.01.4 Any vessel may request an inspection to be carried out by the Race Committee to check her LSA against the checklist, providing the vessel in question has made such a request to the Race Committee at least 36 hours before the official fleet undocking time as published.
- 2.01.5 If a vessel inspected under the terms of paragraphs 2.01.2, 2.01.3 or 2.01.4 fails to comply with any of the selected items on the list of mandatory LSA her entry may be rejected, or she may be liable to disqualification or other such penalty as may be prescribed by the Race Committee.
- 2.01.6 Compliance with these Special Regulations and those of the appropriate authority of the State whose flag the vessel is entitled to fly is the total responsibility of the owner or captain/master and this responsibility is not diminished by any inspection carried out by or on behalf of the Race Committee.
- 2.01.7 Notwithstanding the above, the Race Committee reserve the right to randomly inspect any vessel for any of the requirements listed in these Special Regulations.
- 2.01.8 The owner, captain/master or deputised person must be present when all inspections are being carried out and will be notified verbally and in writing of any requirement with which the vessel has failed to comply. The owner or captain/master will be free to remedy any non-compliance and request a re-inspection within the time allocated by the Race Committee (see Rule 12.2).
- 2.01.9 All owners and captains/masters are reminded that their vessels are always subject to inspections by the Port State Control of the country in which they are currently located.

2.02 RACE CATEGORIES

2.02.1 All races organised by Sail Training International Group range from offshore to oceanic, during which adverse weather conditions are often encountered. There will be three race categories namely;

Category 0: Oceanic races or where vessels are racing over 150 miles from a safe haven and where they must be completely self-sufficient for very extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance. See also Section 7.

Category 1: Races of long distance where vessels are racing up to 150 miles from a safe haven and well offshore, where they must be completely self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.

Category 2: Races of extended duration, where vessels are racing up to 60 miles from a safe haven, along or not far removed from shorelines or in large unprotected bays, where a high degree of self-sufficiency is required of the vessels.

Note:

It is important to remember that whatever category of race has been designated, severe adverse weather conditions may be encountered and all necessary precautions should be taken by the captain/master.

2.03 GENERAL REQUIREMENTS

2.03.1 All equipment including that required by these Special Regulations must function properly, be regularly checked, cleaned and serviced, when not in use be stowed in conditions in which deterioration is minimised, be readily accessible and be of a type, size and capacity suitable and adequate for the intended use and size of vessel.

2.03.2 Heavy moveable items including batteries, gas bottles, tanks, toolboxes, anchors and chain shall be securely fastened.

SECTION 3

STRUCTURAL FEATURES AND FIXED EQUIPMENT

3.01 WATERTIGHT INTEGRITY OF A HULL

- 3.01.1 A hull, including, deck, coach roof, windows, hatches and all other parts, shall form an integral, essentially watertight unit and any openings in it shall be capable of being immediately secured to maintain this integrity.
- 3.01.2 Vessels shall have at least two exits from the hull. At least one exit shall be located in the fore part of the accommodation.

3.02 SEA COCKS OR VALVES

- 3.02.1 Seacocks or valves shall be permanently installed on all through-hull openings below and above the waterline. Where it is not practical to have a valve or a seacock above the waterline, an effective means of closing the through-hull opening should be available.
- 3.02.2 A plan showing the location of, and access to, all through-hull openings shall be provided and kept accessible.

It is strongly recommended that:

Soft wood plugs, tapered and of the appropriate size, shall be attached or stowed adjacent to the appropriate fitting for every through-hull opening.

3.03 PULPITS, STANCHIONS, GUARDRAILS AND BOWSPRITS

- 3.03.1 Strong and effective taut double guardrails, which may consist of stranded steel wire or rigid rails, shall be effectively continuous around the working deck.
- 3.03.2 The upper guardrail shall have a minimum height of 610 mm above the working deck, with no vertical opening greater than 380 mm, supported at horizontal intervals of not more than 2.13 m and shall not pass outboard of supporting stanchions, which must be securely fastened to the vessel.
- 3.03.3 Additional secure safety arrangements for clipping on safety harnesses must be fitted to any area of working deck accessed during the normal working of the vessel where complying with 3.03.1 and 3.03.2 is not practical. Such arrangements may include jackstays and dedicated clipping-on points.
- 3.03.4 No guardrails need be fitted where the bulwarks are 610mm or more in height.
- 3.03.5 Unless the vessel has a retractable bowsprit, which does not require the crew to work beyond the deck, secure safety arrangement must be fitted e.g. for clipping on safety harnesses. The arrangements may also include safety net, footropes or jackstays etc.

3.04 BILGE PUMPS AND BUCKETS

- 3.04.1 All vessels to be provided with EITHER:
- a) At least two permanently installed manual bilge pumps, one operable from the exterior, the other from the interior. Each bilge pump shall be operable with all cockpit seat, hatches and companionways shut and have permanently installed discharge pipe(s) of sufficient capacity to accommodate both pumps simultaneously so arranged that any compartment can be drained,
OR
 - b) An efficient bilge pumping system of existing of at least one hand bilge pump and one engine driven, or independent power pump, and have permanently installed discharge pipe(s) of sufficient capacity to accommodate both pumps simultaneously so arranged that any compartment can be drained.
- 3.04.2 All Class A vessels should have bilge pumping arrangements which comply with the requirements of their particular national authorities.

3.05 COMPASSES

- 3.05.1 All vessels must be fitted with compasses as follows:
- 3.05.2 At least one magnetic, independent of any power supply, permanently installed at the steering position and correctly adjusted with a deviation card.
- 3.05.3 An additional compass shall be provided capable of being used to take visual bearings.

It is strongly recommended that:

A spare compass be carried, capable of being used to facilitate steering and/or the taking of visual bearings.

3.06 NAVIGATION LIGHTS AND SHAPES

- 3.06.1 All vessels must be fitted with a full complement of navigation lights and shapes as required by the International Regulations for Preventing Collisions at Sea (COLREGS).
- 3.06.2 The lights and shapes must be mounted in such a manner that they will not be masked by the sails or heeling of the vessel. Navigation lights must be shown as and when required by the COLREGS.
- 3.06.3 Appropriate reserve navigation lights, using an alternate power source, must be carried.

Note:

The construction of lights and shapes and the installation of lights on board vessels shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly.

3.07 MARINE RADIO

- 3.07.1 All vessels will be required to have on board the following:
- a) a securely fitted multi-channel VHF radio receiver which must have:
 - i. a minimum rated output power of 25W.
 - ii. a masthead antenna and co-axial feeder with not more than 40% power loss.
 - b) an emergency VHF antenna when the regular VHF antenna depends on the mast, or an alternative effective means of communications (viable in all sea areas of the Race) which does not depend on the rig of the vessel.
 - c) at least one hand-held marine VHF transceiver capable of transmitting on Channel 16 and other appropriate ship-to-ship and ship-to-shore channels.
 - d) a radio receiver capable of receiving long range weather bulletins.
- 3.07.2 For Category 1 races, all vessels will be required to have either a multi-channel HF/MF SSB transceiver or a satellite communications transceiver system.
- 3.07.3 For Category 0 races, all vessels will be required to have either a multi-channel HF/MF SSB transceiver and a satellite communications transceiver system, or two independent satellite communications transceiver systems.
- 3.07.4 When an HF/MF SSB transceiver is required, it must be securely fitted to the vessel's structure and must be capable of being effective, using an emergency antenna, even if the mast(s) are lost, or an alternative effective means of communications (viable in all sea areas of the Race) must be available which does not depend on the rig of the vessel.
- 3.07.5 All communications equipment listed in Rule 3.07 must be tested within one month of the start of the race by the captain/master or other competent person and found to be capable of transmitting and receiving satisfactorily.

SECTION 4

PORTABLE EQUIPMENT

4.01 LIFERAFTS

- 4.01.1 Every vessel must carry liferaft(s) of sufficient capacity to carry all persons on board the vessel.
- 4.01.2 Liferafts carried to meet the requirements of 4.01.1 on board vessels participating in **Category 0** races shall be constructed in accordance with SOLAS regulations (see LSA Code 1997 Chapter IV published by IMO) and equipped to the level of a SOLAS A pack.
- 4.01.3 Liferafts carried to meet the requirements of 4.01.1 on board vessels participating in **Category 1 and 2** races shall meet one of the following standards:
- either:
- constructed in accordance with SOLAS regulations (see LSA Code 1997 Chapter IV published by IMO); or
 - constructed in accordance with the requirements of the International Sailing Federation (ISAF), Offshore Special Regulations (OSR) Appendix A Part 2; or
 - constructed in accordance with ISO 9650 Part 1, Type 1, Group A standard and fitted with a boarding ramp.
- All liferafts carried to meet the requirements of 4.01.1 on board vessels participating in Category 1 and 2 races shall be equipped to the level of a SOLAS B pack. A "grab bag" may be used to contain some of the SOLAS B pack equipment where it is not integral to the liferaft.
- 4.01.4 All liferaft rigid containers and valises must be clearly marked with the last/next service date together with relevant certificate number.

Note:

As of 01 January 2003 all new ORC model liferafts are being phased out in favour of ISAF (International Sailing Federation) model liferafts. Existing ORC liferafts will be phased out when their current service life expires.

4.02 LIFERAFT STOWAGE

- 4.02.1 Stowage for liferafts shall be either:
- on the working deck; or
 - in purpose-built compartment(s) opening into or adjacent to the cockpit(s) or working deck containing the liferaft(s) only provided that:
 - each compartment is watertight or self-draining; and
 - the cover of each compartment is capable of being easily opened under water pressure,
 - the compartment is designed and built to allow the liferaft to be removed and launched quickly and easily.

It is strongly recommended that:

- liferafts of more than 40kg in weight should be stowed in such a way that they can be dragged or slid into the sea without the need for significant lifting, and
- the vessel end of the painter should be permanently made fast to a strong point on board the vessel at all times.

Note:

The carriage of lifeboats on Class A vessels is acceptable providing they are to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly.

4.03 LIFERAFT SERVICING AND INSPECTION

- 4.03.1 Each rigid-container packed liferaft shall have a valid certificate of new or serviced status from the liferaft manufacturer, or the manufacturer's approved service station, the period of validity of which does not exceed three years. Where no service interval is specified by the certificate the validity of the certificate is deemed to be twelve months.
- 4.03.2 Each valise-packed liferafts shall have a valid certificate of new or serviced status from the liferaft manufacturer, or the manufacturer's approved service station, the period of validity of which does not exceed twelve months.

It is strongly recommended that:

Notwithstanding the specified servicing periods a liferaft should be carefully inspected externally at least annually and taken for servicing if there is any sign of damage or deterioration.

4.04 GRAB BAGS

- 4.04.1 It is strongly recommended that all Class B, C and D vessels have a buoyant Grab Bag readily and easily accessible for immediate use. The following equipment is recommended for stowage in the Grab Bag:
- a) Laminated "V" sheet (I require assistance signals)
 - b) a watertight hand-held marine VHF radio transceiver with spare sets of batteries
 - c) a watertight flashlight with spare batteries and bulbs
 - d) 2 red parachute and 3 red hand flares (SOLAS approved)
 - e) a watertight hand-held GPS receiver
 - f) a First-Aid kit
 - g) a signalling mirror
 - h) a 406 EPIRB registered to the vessel
 - i) a second sea anchor for the Liferaft
 - j) 2 safety tin openers
 - k) a whistle
 - l) a safety knife
 - m) water

Note:

These items are by no means exhaustive but rather provide a guide as to what is required to supplement liferaft packs. A waterproof list of contents should be attached to the Grab Bag.

4.05 LIFEBOUYS

- 4.05.1 All vessels must carry at least two lifebuoys, each one clearly showing the vessel's name and fitted with marine grade retro-reflective material.
- 4.05.2 All Class B, C and D vessels shall be provided with the following which should be within reach of the helmsman and ready for instant use:
- a) a lifebuoy with a self-igniting light and a drogue, or a lifesling with a self igniting light and marine grade retro-reflective material.
 - b) In addition to a) above, one lifebuoy within reach of the helmsman and ready for instant use, equipped with:-a whistle, a drogue, a self-igniting light and a pole and flag (dan buoy).
- The pole shall be carried on board permanently extended, except that automatic extension (e.g. by compressed gas or spring action) is permitted provided the device activates fully in less than 20 seconds. The pole and flag (dan buoy) shall be attached to the lifebuoy with 3 m (10 ft) of floating line and shall be so constructed that the flag flies at least 1.8 m (6 ft) off the water.
- 4.05.3 Any Class B, C and D vessel that is equipped to the SOLAS standards (see LSA Code, Chapter III, published by IMO, or relevant Annexes) need not be equipped as Rule 4.05.2 a) and b) although it is strongly recommended that a dan buoy is carried.

- 4.05.4 When at least one lifebuoy shall depend entirely on permanent (e.g. foam) buoyancy.
- 4.05.5 Each inflatable lifebuoy and any automatic device (e.g. pole and flag extended by compressed gas) shall be tested and serviced at intervals in accordance with its manufacturer's instructions.

4.06 PYROTECHNIC SIGNALS

All pyrotechnic signals provided shall conform to SOLAS LSA Code Chapter III (3.1, 3.2 and 3.3) Visual Signals and not older than the stamped expiry date (if any) or if no expiry date stamped, not older than 4 years.

4.06.1 Every vessel shall carry the following:

	Category 0 Race	Category 1 Race	Category 2 Race
Red parachute flares	6	4	4
Red hand held flares	4	4	4
Orange smoke signals	2	2	2

4.06.2 Every vessel shall carry at least four white hand held flares, or some other suitable and effective means of illuminating the vessel and rig (such as rigging lights or aldis lamp).

Note:

These are for use in circumstances where it is urgently required to make other vessels aware of their position, e.g. in close quarter situations where the possibility of a collision may exist. It should be remembered that white hand flares can seriously impair night vision and the user must take the necessary precautions.

4.06.3 The red parachute flares required by 4.06.1 may be substituted by a Very pistol with the appropriate flares, providing they conform to the current national standard of the country concerned.

4.06.4 Any vessel that is SOLAS certificated need not be equipped as 4.06.1.

4.07 FIRE EXTINGUISHERS

4.07.1 All vessels are required to carry at least three fire extinguishers, in appropriate and different parts of the vessel.

4.07.2 Each fire extinguisher must be properly secured to the vessel, in such a manner that they are easily and readily accessible.

4.07.3 Each fire extinguisher must be clearly labelled as to their contents and the type of fire they can extinguish safely.

4.07.4 Each fire extinguisher must be clearly labelled showing the date of the last inspection, which must be within the preceding twelve months unless the inspection label specifies an inspection interval of 24 or 36 months.

4.07.5 A fire blanket must be sited adjacent to the galley area, so that it is readily and easily accessible.

4.07.6 A suitable fire extinguishing arrangement should be fitted so that a fire in the engine space may be extinguished without having to open the machinery space itself.

Note: Notwithstanding any specified servicing periods all fire extinguishers should be carefully inspected externally at least annually and taken for servicing if there is any sign of damage or deterioration.

4.08 ANCHORS

All vessels must carry at least two anchors together with a suitable chain, or combination of chain and rope, ready for immediate use.

Note: The ability to remain safely at anchor in the event of inclement weather, or other conditions warranting the use of the anchor(s), is the sole responsibility of the owner or captain/captain/master.

4.09 FLASHLIGHTS

All vessels must carry at least three water resistant flashlights, one of which is to be suitable for signalling, together with an adequate supply of spare batteries and bulbs.

4.10 FIRST AID

4.10.1 All vessels must carry a first-aid or medical kit together with manual, whose contents and storage reflects the guidelines of the recommended manual (International Medical Guide For Ships, First Aid at Sea), the likely conditions and duration of the passage and the number of persons aboard the vessel.

4.10.2 At least one member of the crew must be familiar with the management of medical emergencies that may occur at sea and radio communication operations for obtaining medical advice by radio and, if carried, Satcomms.

4.11 FOGHORN

All vessels must be fitted with or carry a foghorn in order to make the appropriate sound signals as required by the International Regulations for Preventing Collisions at Sea (COLREGS).

4.12 RADAR REFLECTOR

4.12.1 All Class B, C and D vessels must carry a radar reflector.

4.12.2 The radar reflector must be hoisted at all times when at sea.

4.12.3 If of the octahedral type, it must have a minimum diagonal measurement of 450 mm and hoisted in the 'rain-catcher' position at least 4 metres above the water. If not of the octahedral type, it must have a documented 'equivalent echoing area' of not less than 10 sq m.

4.13 CHARTS AND NAUTICAL PUBLICATIONS

4.13.1 All vessels must carry the relevant navigational charts and the relevant nautical publications for the areas in which the vessel is sailing.

4.13.2 If an electronic chart system is carried on board to meet the requirements of 4.13.1, then an independent back-up system, which may be paper or electronic, must be carried.

4.14 DURABLE STOWAGE CHART

A durable stowage chart shall be provided and displayed in the main accommodation area where it can best be seen, clearly marked with the location of the principal items of safety equipment.

4.15 DEPTH INDICATOR

4.15.1 All vessels must be fitted with equipment for measuring the depth of water at any time.

4.15.2 The equipment may either be an electronic device or a hand leadline.

4.16 DISTANCE INDICATOR

4.16.1 All vessels must be fitted with equipment for measuring distance through the water.

4.16.2 The equipment may either be an electronic device or a trailing log line.

4.17 EMERGENCY STEERING

4.17.1 Emergency steering gear must be provided as follows:

- a) except when the principal method of steering is by means of an unbreakable metal tiller, an emergency tiller capable of being fitted to the rudder stock.
- b) the emergency steering gear must be capable of being fitted quickly to facilitate the steering of the vessel in the event of losing the main steering.
- c) the permanent crew and trainees must be aware of alternative methods of steering the vessel in the event of rudder failure.

It is strongly recommended that:

The emergency steering gear be positively tested within one month of the start of the event.

4.18 TOOLS AND SPARES

All vessels must carry adequate tools and spare parts to ensure the safe running of the vessel at all times, including effective means to quickly disconnect or sever the standing rigging from the hull.

4.19 EMERGENCY POSITION INDICATING RADIO BEACON (EPIRB)

4.19.1 All vessels must be fitted with at least one approved EPIRB capable of transmitting a distress alert either through the COSPAS/SARSAT or INMARSAT service operating on 406 MHz.

4.19.2 All EPIRBs carried must be registered only to the vessel on which they are carried.

4.19.3 All vessels must be in possession of the EPIRB(s) certificate(s), which must clearly indicate the unique identification code(s) and battery expiry date(s).

4.19.4 One EPIRB must be readily available and easily accessible.

4.20 HEAVING LINE AND KNIFE

4.20.1 A buoyant heaving line shall be provided 15 m - 25 m in length. On Class B, C and D vessels this shall be readily accessible to the steering position.

4.20.2 All vessels must carry at least one strong, sharp knife, sheathed, which is readily accessible.

4.21 STORM AND HEAVY WEATHER SAILS

4.21.1 All vessels must carry suitable sails for use in storm and heavy weather conditions.

4.21.2 Vessels fitted with automatic roller reefing or other efficient reefing facilities should carry suitable storm sails and heavy weather for use in the event of failure of the existing reefing arrangements.

4.22 HIGH VISIBILITY

It is strongly recommended that:

Every storm sail should either be of highly-visible coloured material (e.g. day-glow pink, orange or yellow) or have a highly-visible coloured patch added on each side.

4.23 DROGUE, SEA ANCHOR

It is strongly recommended that:

A drogue (for deployment over the stern), or alternatively a sea anchor or parachute anchor (for deployment over the bow) be readily accessible.

4.24 JACKSTAYS

4.24.1 Class B, C and D vessels shall be fitted with jackstays which:

- a) must be attached to through-bolted or welded deck plates or other suitable and strong anchorage points fitted on deck, port and starboard of the vessel's centre line to provide secure attachments for safety harnesses;
- b) Comprise stainless steel wire, galvanised steel wire, rope or webbing of suitable strength and durability;
- c) Stainless and galvanised steel wire must be uncoated and used without sleeving.

4.24.2 Class A ships may, either be fitted with jackstays as above, or be provided with such arrangements that are compatible with their standard operating procedures for those working on the weather decks.

It is strongly recommended that:

Webbing jackstays should not be left on deck between events, i.e. when in port, as manufacturers advise that sunlight and poor care reduce the life of certain types of webbing and stitching.

4.25 SAIL LETTERS AND NUMBERS

4.25.1 All Class B, C and D vessels must show either their TS (Training Ship) or sail number allotted by the appropriate authority of the State whose flag the vessel is entitled to fly.

4.25.2 Sail numbers of the size carried on the mainsail must be displayed by alternate means when none of the numbered sails are set. Such numbers may be displayed on dodgers for vessels not wishing to mark sails.

4.26 HULL MARKING

It is strongly recommended that:

To assist in SAR location a hull should show on the coach roof, deck and/or topsides where it can best be seen at least one block or strip of highly-visible colour (e.g. day-glow pink, orange or yellow) of at least one square meter in area.

4.27 LPG GAS BOTTLES

It is strongly recommended that:

- a) Suitable procedures are introduced for the routine functional testing and maintenance of the complete gas alarm system including sensors.
- b) Suitable procedures are introduced for regularly inspecting and maintaining all gas pipework, valves and associated fittings.
- c) All gas containers are securely stowed on the open deck or in a gas tight enclosure with an adequate drain so that any gas leakage will be dispersed overboard.
- d) All gas consuming appliances should be capable of being shut off at the LPG gas bottle itself.

4.28 FUEL SHUT-OFF VALVES

Shut-off valves must be fitted on all fuel tanks and where fitted in the machinery space they must be capable of being closed from outside the machinery space itself.

SECTION 5 PERSONAL EQUIPMENT

5.01 LIFEJACKETS

5.01.1 All vessels must carry one approved lifejacket for every person on board as follows:

- a) equipped with a whistle and light.
- b) fitted with marine grade retro-reflective material.
- c) clearly marked with the wearer's or vessel's name.

5.01.2 If of the inflatable type, it must be regularly checked for air retention.

5.01.3 Each lifejacket must be readily available, easily accessible and fit for purpose.

5.01.4 Each lifejacket must have at least 150N of buoyancy, arranged so that an unconscious person will be securely suspended face upwards at approximately 45° to the water surface.

It is strongly recommended that each lifejacket must be fitted with crotch or thigh straps.

5.02 SAFETY HARNESSES AND SAFETY LINES (TETHERS)

5.02.1 All vessels must carry safety harnesses as follows:

- a) Class A vessels – one for every person on deck watch, i.e. all those working on deck during a watch and all those required to work above or beyond the deck, whether on watch or not, plus the additional crew required to operate the vessel in inclement weather.
- b) Class B, C and D vessels – one for every person on board.

5.02.2 Each safety harness must be fitted with a safety line (tether) not more than 2 m long having at least one snap hook on one end.

5.02.3 A crew member's safety harness and lifejacket shall be compatible.

5.02.4 Each safety harness must be clearly marked with the wearer's or vessel's name.

5.03 CLIPPING POINTS FOR SAFETY HARNESSES

5.03.1 Clipping points for safety harnesses shall be provided as follows:

- a) attached to through-bolted or welded deck plates or other suitable and strong anchorage points adjacent to work stations such as the helm, sheet winches and masts.
- b) which together with jackstays must enable a crew member:
 - i) to clip on before coming on deck and unclip before going below.
 - ii) whilst continuously clipped on, to move readily between working areas on deck and in the cockpit(s), including being able to cross the deck athwartships, with the minimum of clipping and unclipping operations.

5.03.2 Class A vessels shall provide such arrangements as are compatible with their standard operating procedures for those working on the weather decks.

It is strongly recommended that:

- a) spare safety lines be carried for one third of the declared number of persons on board for use in heavy weather. These additional safety lines should be positioned at work stations and should be used for dual clipping of crew members or to facilitate safe movement.
- b) each safety harness be fitted with crotch or thigh straps.
- c) that snap hooks be of a type which will not capsize on a u-bolt and which can be easily released under load.
- d) where appropriate, every crew member before each race adjusts a harness to fit then retains that safety harness for the duration of the race, bearing in mind changes of light weather/heavy weather clothing.
- e) all equipment associated with safety harnesses and safety lines is regularly inspected for wear and tear and kept dry when not in use.

WARNING

It is possible for a plain snap hook to disengage from a U-bolt if the hook is rotated under load at right-angles to the axis of the U-bolt. For this reason the use of snap hooks with positive locking devices is strongly recommended.

Note:

Manufacturers advise that sunlight and poor care reduce the life of certain types of webbing and stitching on harnesses.

5.04 FOUL WEATHER SUITS

It is strongly recommended that:

When foul weather or immersion suits are carried on board, they should be fitted with marine grade retro-reflective material, and should have high-visibility colours on all upper parts and sleeve cuffs.

SECTION 6 TRAINING

It is strongly recommended that at least 50% of the permanent crew including the captain/master should have undertaken training in safety and survival within the five years before the start of an event organised by Sail Training International Group, which should include practical, hands-on sessions.”

SECTION 7 CODE FOR OCEANIC RACES

7.01

The following Code was approved by the Board of Sail Training International Group in November 2003.

- 7.01.1 Sail Training International Group shall consult with the SAR (Search and Rescue) authorities through whose areas a race is proposed to pass.
- 7.01.2 All vessels should be equipped to standards which at least comply with the relevant level of Special Regulations as adopted by Sail Training International Group, national authority rules notwithstanding.
- 7.01.3 In accordance with these Special Regulations, at least 40% of those on board each vessel should have undertaken training in safety and survival training.
- 7.01.4 Races should be conducted in compliance with the Sail Training International Group Racing and Sailing Rules and the COLREGS whenever it is appropriate for these rules and regulations to be applied.

Note:

An Oceanic race is defined as any offshore race over 800 miles and further than 150 miles from a safe haven.

SECTION A RACES FOR YOUNG PEOPLE

The following rules and conditions apply to all legs of the race series, including the Races and Cruises in Company.

**1 COMPOSITION
OF CREW**

- 1.1 Races for sail training Tall Ships are organised for the benefit of young people. Vessels taking part should not attempt to gain a competitive advantage by carrying fewer than their normal complement.
- 1.2 For the purposes of these races, at least 50% of those on board must be aged between 15 and 25 on the day which the Race or Cruise-in-Company, in which they are participating, starts.
 - 1.2.1 Rule 1.2 is in force to a maximum of 80 trainees on board. Vessels carrying more than 80 trainees should have at least 40 persons on board between 15 and 25 years old.
 - 1.2.2 Officers and permanent crew members, older than 25 years, are excluded from this calculation up to a maximum of 10% of the total crew complement.
 - 1.2.3 No more than 50% of the total complement on board may be under 16 years of age at the beginning of the Race. This applies to associated races and cruises-in-company.
 - 1.2.4 The above age rules apply to entries for the Boston Teapot Trophy.
- 1.3 No person under the age of 15 is to be on board during a race, or take part in any associated events (see Rule 1.6) unless approved by the Race Committee.
- 1.4 For the purposes of these rules, Trainees are defined as people taking part in a sail training voyage, event or race.
- 1.5 For the purposes of these rules, 'sail training' means education and instruction by participation on board a competing vessel, covering principles of responsibility, resourcefulness, loyalty and team endeavour and/or to advance the trainees' education in the art of traditional seamanship.
- 1.6 Any departure from these rules must be approved by the Race Committee of Sail Training International Group, after a written application for dispensation has been formally lodged at least 24 hours prior to the start of the race or associated event.
- 1.7 The above rules also apply to Cruises in Company.

2 SPONSOR IDENTIFICATION

- 2.1 Class A vessels may wear displays of sponsor logos/names to a maximum of 400 x 400 cm (or equivalent area) on each side of the vessel's hull. Displays of a similar size (or equivalent area) are also permitted on each side of one sail only; and on each side of one sail cover, or the outer sides of two spray dodgers.
- 2.2 Class B, C and D vessels may wear displays of sponsor logos/names to a maximum of 100 x 100 cm (or equivalent area) on each side of the vessel's hull. Displays of a similar size (or equivalent area) are also permitted on each side of one sail cover, or the outer sides of two spray dodgers. Displays are also permitted on each side of one sail only, to a maximum of 200 x 200 cm (or equivalent area).
- 2.3 The name of the vessel may incorporate the name of a sponsor or brand name; but the vertical height of the name must not exceed 20 percent of the freeboard and may only be displayed once on each side of the hull and transom.
- 2.4 The company or product names/logos of manufacturers of tobacco, alcohol or military/defence products and equipment are not permitted.

An exception to this rule is the identification of a sponsor of a social event on board a vessel in port.

- 2.5 Sponsor identification may be displayed prominently at the foot of the gangway, on the side of the gangway and elsewhere on the ship from two hours before a sponsored event is scheduled to begin until one hour after it is scheduled to finish. The total area of any and all such banners, flags, etc, must not exceed 1,000 x 1,000 cm
- 2.6 Any request for an exemption to these rules must be made in writing to the Race Committee not less than seven days before the scheduled event.
- 2.7 Non compliance with Rules 2.1 – 2.4 above will result in the vessel being required to remove the offending names and logos and, if prior to a Race start, a Standard Time Penalty will be applied.

3 OPENING TO THE PUBLIC

- 3.1 Where possible, vessels should be open to the public. The responsibility for the public on board rests with the vessel and its captain/master.
- 3.2 Vessels are not permitted to charge the public to go on board. However, vessels are permitted to request donations from visitors on board. Donation collecting boxes are not permitted on the quayside. Individuals asking for donations from visitors are not permitted on the quayside.

4 MERCHANDISE

- 4.1 Vessels are permitted to sell vessel related merchandise to the public on board the vessel. Sales on the quayside are not permitted without prior written permission from the appropriate authority (the port or city).
- 4.2 Vessels are not permitted to use the Race logo or Race title on any item available for sale to the public.

SECTION B RACES FOR TRAINEES OF ALL AGES

1 COMPOSITION OF CREW

- 1.1 Whilst no age limits are imposed on, all entries are encouraged to recruit trainees between the ages of 15 and 25.
- 1.2 No person under the age of 15 is to be on board during a race, or to take part in any associated events such as a Cruise in Company, unless approved by the Race Committee.
- 1.3 No more than 50% of the total complement on board may be under 16 years of age at the beginning of the Race. This applies to associated races and cruises-in-company.

2 SPONSOR IDENTIFICATION

- 2.1 Class A vessels may wear displays of sponsor logos/names to a maximum of 400 x 400 cm (or equivalent area) on each side of the vessel's hull. Displays of a similar size (or equivalent area) are also permitted on each side of one sail only; and on each side of one sail cover, or the outer sides of two spray dodgers.
- 2.2 Class B, C and D vessels may wear displays of sponsor logos/names to a maximum of 150 x 150 cm (or equivalent area) on each side of the vessel's hull. Displays of a similar size (or equivalent area) are also permitted on each side of one sail cover, or the outer sides of two spray dodgers. Displays are also permitted on each side of one sail only, to a maximum of 200 x 200 cm (or equivalent area).
- 2.3 The name of the vessel may incorporate the name of a sponsor or brand name; but the vertical height of the name must not exceed 20 percent of the freeboard and may only be displayed once on each side of the hull and transom.
- 2.4 Sponsor identification may be displayed prominently at the foot of the gangway, or the side of the gangway and elsewhere on the ship from two hours before a sponsored event is scheduled to begin until one hour after it is scheduled to finish. The total area of any and all such banners, flags, etc, must not exceed 1,000 x 1,000 cm.
- 2.5 Any request for an exemption to these rules must be made in writing to the Race Committee not less than seven days before the scheduled event.
- 2.6 Non compliance with Rules 2.1 – 2.3 above will result in the vessel being required to remove the offending names and logos and, if prior to a Race start, a Standard Time Penalty will be applied.

3 OPENING TO THE PUBLIC

- 3.1 Where possible vessels should be open to the public. The responsibility for the public on board rests with the vessel and its captain/master.
- 3.2 Vessels may be permitted to charge the public to go on board. Arrangements for this will be notified to vessel operators separately.
- 3.3 Vessels are permitted to ask for donations from visitors on board. Donation collecting boxes are not permitted on the quayside. Individuals asking for donations from visitors are not permitted on the quayside.

4 MERCHANDISE

- 4.1 Vessels are permitted to sell vessel related merchandise to the public on board the vessel. Sales on the quayside are not permitted without prior written permission from the appropriate authority (the port or city).
- 4.2 Vessels are not permitted to use the Race logo or Race title on any item available for sale to the public.

SECTION C SPECIAL EVENTS

Any event designated as Category C under Part Three of these Racing and Sailing Rules will have special regulations covering age of trainees, sponsor identification and advertising, sale of merchandise, etc. These will be issued as a separate document.

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