



Sail Training International

# RACING RULES AND SPECIAL REGULATIONS

for use in events organised by  
**SAIL TRAINING INTERNATIONAL**

**2025 EDITION**





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## PART 1

## RACING RULES

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**DEFINITIONS****Definitions**

The term **'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.

The **'Trainees'** are defined as people taking part in a Sail Training voyage, event or race.

The **'Crew'** means all persons on board.

The term **'Permanent Crew'** means a person employed or engaged in any capacity on-board a vessel on the business of the vessel.

The **'Race Committee'** and **'Race Control'** are defined in the Sailing and Communications Instructions that are published by Tall Ships Races International Limited and issued to each participating vessel before the start of each race. The general authority of the Race Committee is described in Rule 1.

The **'Gateway'** denotes an online system ([gateway.tallshipsraces.com](http://gateway.tallshipsraces.com)) maintained by The Tall Ships Races International Limited, which provides Captains/Masters, Vessel Operators, Host Port Managers and other relevant stakeholders with a suite of applications designed to support the organisation and execution of The Tall Ships Races. Additionally, it serves as the official noticeboard for The Tall Ships Races participants, disseminating important information and updates.

The words **'shall'** and **'must'** are mandatory whilst the words **'should'** and **'may'** are permissive.

**FUNDAMENTAL  
RULES****I. International Rules for Preventing Collisions at Sea**

The 1972 International Regulations for Preventing Collisions at Sea, as amended (COLREGS) will apply at all times during all events organised by Tall Ships Races International Limited. The Racing Rules of World Sailing do NOT apply at any time during Tall Ships Races International Limited with the exception of World Sailing Offshore Special Regulations as referred to in the Special Regulations Sections 2 and 4 of these Rules.

Owners shall ensure that the Captain/Master of vessels taking part in Tall Ships Races International Limited Races are thoroughly familiar with COLREGS and understand their responsibilities with respect to these regulations.

**II. Fair Sailing**

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 a clear-cut violation of the above principle.

A proven breach of the COLREGS will be construed as unfair sailing and may result in disqualification or incur a Standard Time Penalty (see Rule 15.2).

### III. Assistance to Vessels in Danger

All vessels shall give all possible assistance to any vessel or person in danger. The Captain/Master should record the details of any such assistance given on her Race Declaration and the Race Committee will award a time allowance if appropriate.

### IV. Decision to Start the Race

The decision to start or continue participating in any race or event organised by Tall Ships Races International Limited is the responsibility of the Captain/Master.

### V. Acceptance of these Rules

All Captains/Masters and Owners of vessels competing in Tall Ships Races & Regattas shall be governed by these Rules and shall agree to accept any penalty imposed by the Race Committee.

### VI. Authority of the Race Committee in exceptional circumstances

The Race Committee has the authority to make any decision which the Race Committee believes is necessary to enhance the safety of the fleet and all associated personnel.

### VII. Environmental Responsibility

Tall Ships Races International Limited strongly encourages all activities which minimise any negative impact and do not significantly harm the environment during their events.

## GENERAL RULES

### A. COMPOSITION OF CREW

- A.1 Tall Ships Races & Regattas 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.
- A.2 For **Category 0, 1 or 2** 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.
- A.2.1 Rule A.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.
  - A.2.2 Officers and Permanent Crew, older than 25 years, are excluded from this calculation.
  - A.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.
  - A.2.4 The above age rules apply to entries for the Boston Teapot Trophy.

A.3 For **Category 0, 1 or 2 races** no person under the age of 15 is to be on board during a race, or take part in any associated events unless approved by the Race Committee.

A.4 For **Category 3 races** no person under the age of 12 is to be on board during a race, or take part in any associated events unless approved by the Race Committee. 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.

A.5 Any departure from these rules must be approved by the Race Committee of Tall Ships Races International Limited, after a written application for dispensation has been formally lodged at the earliest opportunity in advance of the event.

**The above rules also apply to Cruises-in-Company.**

## **B. DESCRIPTION OF CLASSES**

B.1 CLASS A - All square-rigged vessels with a length of hull (LOA) of over 24 metres, and all other vessels over 40m LOA. Square-rigged vessels (Class A) are defined as those vessels whose sail plan is ship, barque, barquentine, brig or brigantine.

B.2 CLASS B - Traditional-rigged vessels (Class B) are defined as those vessels whose sail plan has a predominance of gaff sails.

B.3 CLASS C - Modern-rigged vessels are defined as those vessels whose sail plan has a predominance of Bermudan sails, not including headsails.

B.4 CLASS D - Modern-rigged vessels with an LOA of less than 40m and carrying spinnaker like sails (see Rule 11.3).

B.5 DIVISION OF CLASSES - CLASS A, CLASS B, CLASS C and CLASS D may be divided into divisions if the number of entries warrants it.

### **Notes:**

1. 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.
2. The minimum waterline length for any vessel is 9.14 metres.

## **C. MULTI-HULLED VESSELS**

No multi-hulled or foiling vessels may take part in any race or event organised by Tall Ships Races International Limited.

## **D. RACE CATEGORIES**

The Race Committee will decide which category the race will be. They will base their decision on the following criteria:

**Category 0:** Oceanic races or where vessels are racing over 180 miles from a safe haven, over 800 miles in length 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 180 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.

**Category 3:** Races of short duration in daylight with up to 5 miles from a safe haven, where a moderate degree of self-sufficiency is required.

**Note:**

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

## E. RIGHT OF WAY

E.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 18).

E.2 Before the Start, and throughout the race, any vessel 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.

E.3 When rounding marks of the course the outside vessel shall give the inside vessel room to pass the mark on the correct side.

E.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 18).

**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 in situations where fore and aft-rigged vessels and square-rigged vessels converge. Particular caution should be exercised when small and large vessels are on converging courses and when proceeding to windward.

## F. OBSERVANCE OF RULES

The Captain/Master shall be the sole judge of whether the rules have been followed when vessels are out of sight of one another. He/She must be satisfied that no attempt had been made to win the race by any means other than by fair sailing when signing the Race Declaration. 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.

## RACING RULES

### 1. 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 18. 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 and have the authority to disqualify any vessel breaching fundamental rules.

### 2. RATING

2.1 Every vessel must have a valid Tall Ships Races International Limited Rating Certificate stating her Time Correction Factor (TCF) before the start of a race.

2.2 Rating Certificates are valid for the calendar year of issue only.

2.3 The TCF shall not be altered after the race has started.

#### **Note:**

The Time Correction Factor (TCF) of every competing vessel will be available on the Gateway before the start of a race.

### 3. RACE DOCUMENTATION

#### 3.1 Crew Lists

3.1.1 No vessel may start a Tall Ships Races & Regattas Race or Cruise-in-Company unless it has uploaded a completed Crew List to the Gateway, using the Gateway template.

3.1.2 The following information must be provided for everyone on board in the race or cruise-in-company:

First name, surname, date of birth, place of birth, nationality, gender, identification document number, identification document expiry, permanent crew or trainee, position on board, name and telephone number and relationship of next of kin or DPA.

#### **Note:**

The Designated Person Ashore (DPA) must have access to the next-of-kin contact details of all crew and be contactable 24 hours a day throughout the event.

3.1.3 No vessel may start a Tall Ships Races & Regattas race or cruise-in-company unless it complies with the composition of crew requirements detailed in General Rule A.

3.1.4 Unless previously agreed with the Race Committee completed Crew Lists must be uploaded on the Gateway before the Captains' Briefing time as published in the Advance Notice and Arrival Arrangements. Failure to do so will incur a Standard Time Penalty (see Rule 15.2) or lead to disqualification.

#### 3.2 Safety Equipment Verification

3.2.1 No vessel may start a Tall Ships Races & Regattas race or cruise-in-company unless it has completed the Gateway Safety Equipment section and was found to be satisfactory in any subsequent inspection.

3.2.2 Every vessel shall make confirmed arrangements for inspection within 12 hours of the stated deadline for arrival in port as published in the Advance Notice and Arrival Arrangements (e.g. before 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 15.2) or lead to disqualification, unless acceptable mitigating circumstances which

caused the vessel to miss the deadline are communicated to the Race Committee at the first opportunity.

3.2.3 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 should remedy any non-compliance identified during the inspection and request a re-inspection prior to the Captains' Briefing time as published in the Advance Notice and Arrival Arrangements (see Rule 3.2.4).

3.2.4 Any vessel that requires a re-inspection to be carried out after the Captains' Briefing time as published in the Advance Notice and Arrival Arrangements will incur a Standard Time Penalty (see Rule 15.2), unless mitigating circumstances acceptable to the Race Committee caused the vessel to miss the deadline.

### 3.3 Declarations

3.3.1 A completed Race Declaration shall be completed on the Gateway 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 15.2) or being treated as having failed to complete the course.

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

## 4. SAIL NUMBERS

4.1 It is recommended that every vessel in CLASS B, CLASS C and CLASS D show a sail number. Any vessel without a sail number should apply to Tall Ships Races International Limited who will allocate a number in the "TS" (Training Ships) series. If possible, sail numbers are to be displayed by alternate means when none of the numbered sails are set. These numbers may be displayed on dodgers for those vessels not wishing to mark sails.

4.2 Sail numbers are to be proportionate to the sail size. Recommended dimensions of each figure/letter are:

Height	70cm
Width	50cm
Breadth	10cm

## 5. FLAGS

5.1 **National Ensigns** All vessels must hoist the ensign under which they are registered when starting and finishing a race, and also when in port at the conventional hours.

5.2 **Event Race Pennants** All vessels must hoist the Event Race Pennant when in port, during related events at the ports of call and during the start and finish of the Race. The Event Race Pennant is issued by the Tall Ships Races International Limited Race Office once a vessel has completed its race documentation to the satisfaction of the Race Committee (See Rule 3).

## 6. RADIO COMMUNICATIONS

6.1 The Race Control will use VHF Radio at the start of the race. The VHF channel to be used will be published in the Sailing and Communications 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 9.1). Information given by VHF Radio is supplementary to any written instructions issued for a race and shall not form the basis of any protest.

6.2 Where Sailing and Communications Instructions specify that vessels must report their positions, any vessel which fails to do so will incur a Standard Time Penalty (see Rule 15.2) 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.

- 6.3 Any vessel experiencing abnormal weather conditions must make every endeavour to inform the Race Communications Officer and, if appropriate, other competitors.

## 7. POSTPONEMENT SIGNALS

- 7.1 If the start of a race is postponed the Race Control will make an announcement on VHF Radio and 2 sound signals will be made.
- 7.2 The postponement signals given above apply to all classes which have not started at the time the signals are made.

## 8. START OF RACE

- 8.1 A race starts from the Start Signal, but a vessel shall be subject to these Racing Rules from the Class Signal given 10 minutes before the Start Signal for her class, division, or Start Gate, until she either finishes the race or retires.
- 8.2 All vessels in the Start Box shall proceed on a heading approximately 90° to the direction of the Start Line, except when it is not practical or seamanlike to do so.

**Note:** Attention is drawn to Fundamental Rule I - International Rules for Preventing Collisions at Sea, Fundamental Rule II - Fair Sailing and General Rule E - Right of Way.

- 8.3 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.
- 8.4 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.
- 8.5 A vessel will not be allowed to start after the Start Line has been broken unless it has been given permission to do so by Race Control and/or the Race Committee.
- 8.6 Vessels shall not enter the Start Box (an area within half a mile of the Start Line – see Appendix 1) until 20 minutes before the Start Signal for her class.

**Note:**

The Race Committee may dispense with restrictions on entering the Start Box to allow vessels sufficient time to manoeuvre for the start when wind conditions are light.

- 8.7 Once the Start Line has been established, vessels shall 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).

**Note:**

Where practicable, a marker, or vessel, will be positioned to indicate the extent of the NGZ. The Race Committee may dispense with restrictions on entering the NGZ in some circumstances.

- 8.8 All vessels, No Go Zone (NGZ), buoys or other devices, waypoints or navigational marks designated in the Sailing Instructions as marking the limits of the Start Line are marks of the course as defined in Rule 17. (See also General Rule E – Right of Way).
- 8.9 CLASS A Ships will have a 'Start Gate' time of 20 minutes from the Start Signal. Their individual start time will be taken as they cross the Start Line at any time within the 'Start Gate' (see Rules 8.4 and 9). 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.

**Note:**

Where the Race Committee do not deploy Start Vessels for a Race Start, the Start Line will be formed by two published Waypoints, or navigational marks, and each Class will be given a defined 'Start Gate' to cross the Start Line. Captains/Masters must record their Start Time on their Race Declaration and inform the Race Committee at the first opportunity, or during the first Communications Schedule at the latest. If they have not crossed the Start Line by the 'Start Gate' time limit, then the 'Start Gate' time limit for their Class will be used. In cases where Start Vessels are not used, Rules 7.1, 7.2, 8.7 to 8.9 and 9.1 to 9.4 do not apply.

In principle, the Start Line will be established at least 1 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).

## 9. RECALLS

- 9.1 Recall numbers will not be displayed. If any part of the vessel is on or across the Start Line when the signal to start is made, then the name of the vessel will be announced on VHF Radio by the Race Control and a sound signal made.
- 9.2 Any CLASS A vessel over the Start Line too soon (see Rule 8.4) shall NOT return over the Start Line. She shall either incur a Standard Time Penalty (see Rule 15.2), alternatively (at the discretion of the Race Committee) she will be required to complete a 360-degree turn whilst keeping well clear of all other vessels, within a time specified by Race Control. She must record details on her Race Declaration (see Rule 3.3.2).
- 9.3 Any non-Class A vessel over the Start Line too soon (see Rule 8.4) shall go around the ends of the Start Line and cross the Start Line again. Such vessels must not recross the Start Line directly against the specified starting direction. They shall keep clear of all other vessels sailing in the specified starting direction and shall not enter the NGZ (see Rule 8.7).
- 9.4 Any non-Class A vessel which fail to comply with Rule 9.3 may be disqualified or incur a Standard Time Penalty (see Rule 15.2) at the discretion of the Race Committee.

## 10. MEANS OF PROPULSION & USE OF ENGINES

- 10.1 No vessel shall employ any means of propulsion other than the natural action of the wind on the sails:
  - (a) less than 20 minutes before the Start Signal for the Class Division or Start Gate, unless the vessel is more than 1 mile from the Start Line;
  - (b) until the Finish Line has been crossed.
- 10.2 Engines and propellers shall be ready to start and engage at all times. There should be no unreasonable delay where there is a need to prepare the propeller.
- 10.3 Any vessel may use an engine to recover a man overboard, to render assistance, to put in for shelter, to make emergency repairs or to disembark a member of crew due to accident or illness, 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 completion of the race.
- 10.4 Following such action described in Rule 10.3 above, any vessel that wishes to rejoin the race must return to the position at which she ceased racing and used her engine, or, if unsafe to do so, a safe position as close by as is possible. Precise details of the position at which racing was ceased/recommenced, the length of time that engines were used and the reasons for using the engine must be reported to Race Control immediately or at the latest during the next Race Communications Schedule, and recorded on the Race Declaration. Time

taken for this purpose will normally be considered as time racing, however a time allowance may be granted under this rule.

- 10.5 If an engine is used either ahead or astern between 20 minutes before the Start for the Class Division or Start Gate and finishing the race the vessel may incur a Standard Time Penalty or Disqualification.

**Note:**

The intention of Rule 10.1 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.

## 11. SETTING SAILS

- 11.1 A vessel may set sails only in the position in which they are normally set and for which she has been measured and rated.

**Note:**

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.

- 11.2 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 7 days before the start of the race other than in exceptional cases as agreed by the Race Committee.

- 11.3 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 on board. (See General Rule B - Description of Classes).

**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.

- 11.4 If any sail other than a headsail is flown forward of the foremast, the vessel shall race in CLASS D.

- 11.5 Only one spinnaker pole or bearing out spar shall be used at the same time except when gybing.

## 12. STEERING

Use of automatic steering mechanisms is prohibited.

## 13. JOINING, LEAVING OR GOING ASHORE

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

- 13.2 Crew members should not join a vessel during a race unless at an official stopover specified in the Sailing and Communications Instructions or for safety reasons (see Rule 14.2). Such cases must be reported as soon as possible to Race Control and recorded on the Race Declaration.

## 14. OUTSIDE ASSISTANCE

- 14.1 No vessel may take on board any stores or water during a race except in an emergency, in which case the circumstances must be recorded on the Race Declaration and every attempt shall be made to inform Race Control at the time.

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

- 14.3 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 13.2). Precise details of the repairs, equipment replaced and assistance received must be reported as soon as possible to Race Control and recorded on the Race Declaration, 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 time racing. A time allowance will not be granted under this rule.
- 14.4 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.

## 15. RULE INFRINGEMENT AND STANDARD TIME PENALTY

- 15.1 Any vessel receiving assistance from persons not being members of her own crew (as provided in Rule 14) or otherwise infringing or disobeying any of these Rules may be disqualified or incur a Standard Time Penalty (or proportion or multiple of the Standard Time Penalty) at the discretion of the Race Committee.
- 15.2 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.*

## 16. RUNNING ASHORE OR FOULING AN OBSTRUCTION

After grounding or fouling a buoy, vessel or other obstruction, a vessel 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 Race Declaration at the end of the race and every effort should be made to inform Race Control at the time.

## 17. MARKS OF THE COURSE

- 17.1 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 taut, lie on the required side of each mark.
- 17.2 **Gates** between two positions may be used as marks of the course. A vessel must cross the Gate Line from the direction of the last mark and must record the time when any part of her hull or equipment crosses this line. Note The Gate Line may be used as the Finish Line (see Rule 19) if the course needs to be shortened.
- 17.3 **Exclusion Zones** such as Traffic Separation Schemes and other restricted areas may be published as marks of the course. These areas should not be entered unless there are safety concerns, which should be recorded on the Race Declaration (Rule 3.3)
- 17.4 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 used.
- 17.5 A vessel which fouls a mark of the course shall be disqualified or penalised, unless on her Protest Form it is established that she was wrongly compelled to do so by another vessel.

## 18. PROTESTS AND APPEALS

A Protest may be made by the Captain/Master 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 other vessel, 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.

- 18.1 All Protests shall be in writing and shall state:
  - 18.1.1 The date, time and whereabouts of the incident;
  - 18.1.2 The particular Rule(s) or Sailing Instruction alleged to have been broken or infringed;
  - 18.1.3 A description of the incident;
  - 18.1.4 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;
  - 18.1.5 Any other relevant information.
- 18.2 The Protest shall be signed by the Captain/Master and lodged with the Race Committee at the Tall Ships Races International Limited 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.
- 18.3 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 6 hours of receiving written notification of a penalty.

## **19. FINISHING A RACE & VESSELS RETIRING FROM THE RACE**

- 19.1 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.
- 19.2 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 19.4 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.
- 19.3 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 until given permission to leave by Race Control. Failure to do so will result in the vessel being disqualified from the remainder of the event unless mitigating circumstances acceptable to the Race Committee caused the vessel to miss the Communications Schedule.
- 19.4 A vessel that has finished shall remain on the Communications Schedule until given permission to leave by Race Control. Failure to do so will result in the same scale of penalties as prescribed in Rule 6.2 unless mitigating circumstances acceptable to the Race Committee caused the vessel to miss the Communications Schedule.
- 19.5 Once a vessel has announced that she has retired she will not be allowed to rejoin the Race.
- 19.6 The Finish Time must be taken to the nearest second when the Finish Line is crossed and this must be recorded, stating the Time Zone used, on the Race Declaration provided (see Rule 3.3) immediately.



## 20. RACE RESULTS, TIME LIMIT & FINISHING AT SEA

20.1 All Tall Ships Races and Regattas will have a Time Limit published in the Sailing and Communications 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 Communications Instructions.

20.2 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 2)  
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.*

20.3 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 = great circle calculated course distance; d = the shortest navigable distance of the vessel via any waypoint not yet rounded, 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.

20.4 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 Race Declaration (see Rule 3.3).

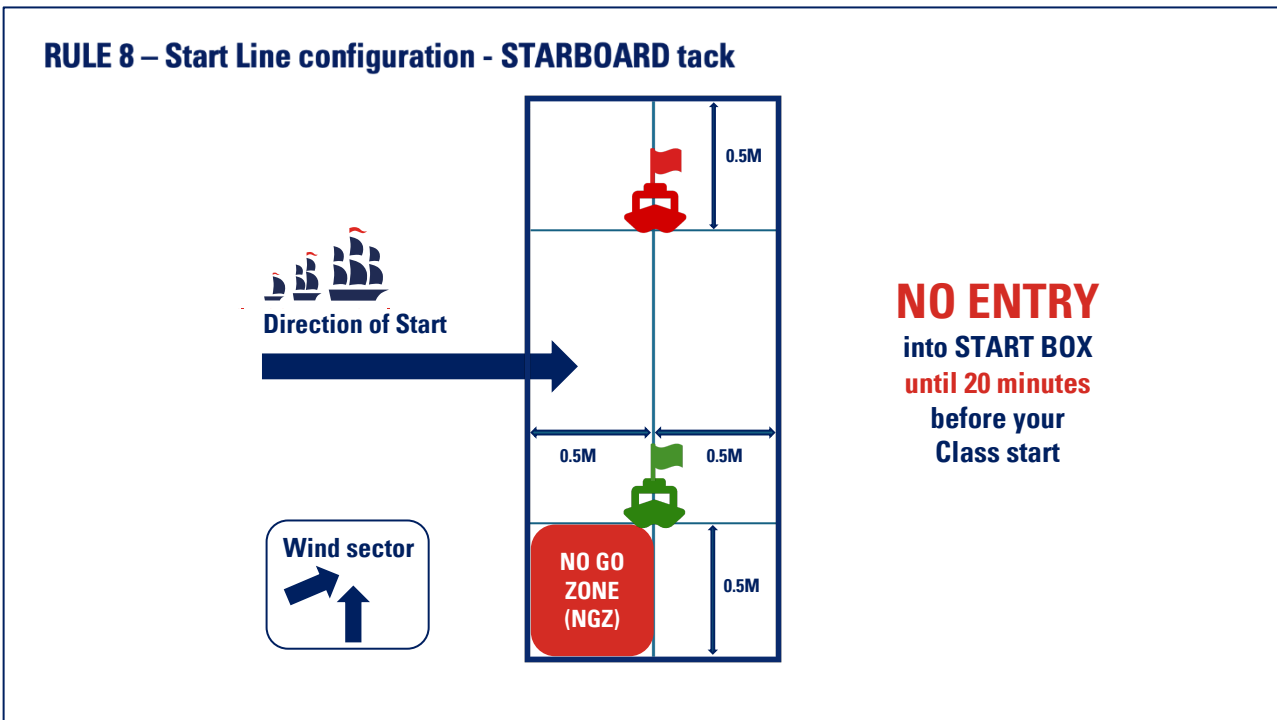
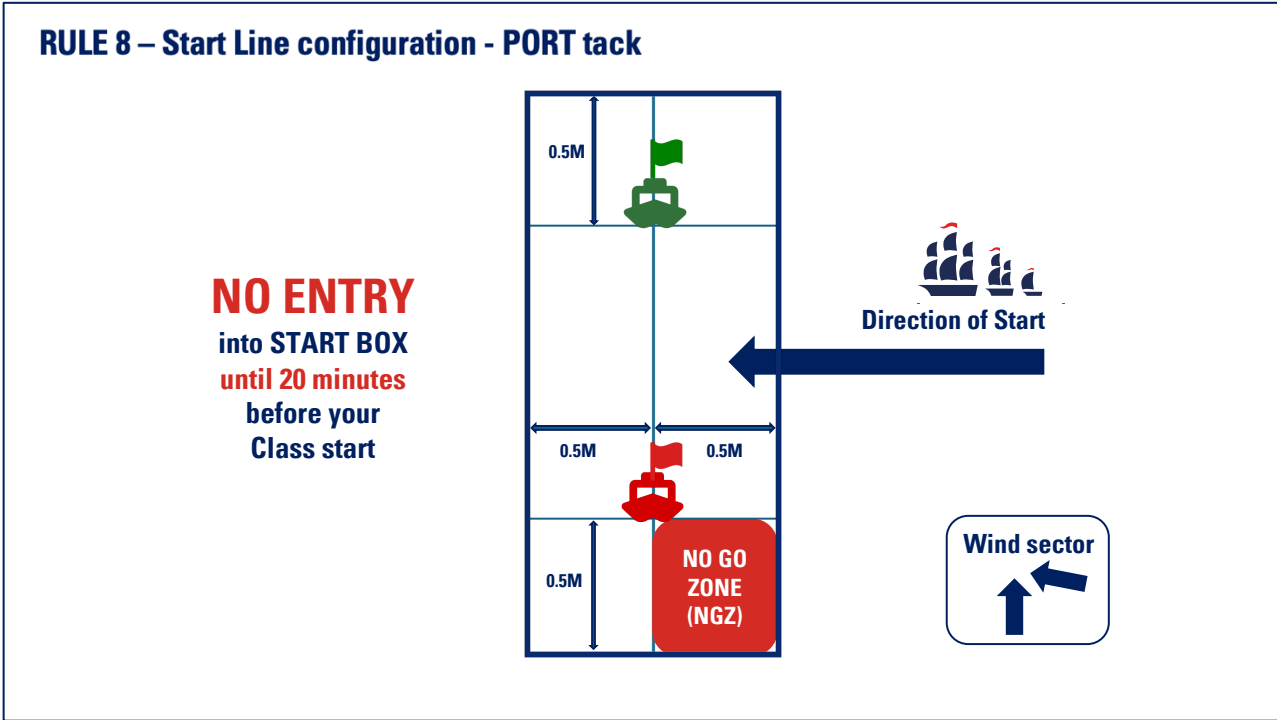
### **Notes:**

This Rule is intended to avoid disappointment to the slower vessels which otherwise might 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.

All distances will be calculated using the Great Circle formula. The middle of the Start Line and Finish Line will be used to calculate distances where necessary.

A vessel will be deemed to have passed a waypoint when it has reported to Race Control that the waypoint is perpendicular to her course to the next waypoint. If no report is sent the computer programme will be used to determine whether a waypoint has been passed.

# APPENDIX 1 to RACING RULES RULE 8 – START OF RACE



## SECTION 1

## FUNDAMENTAL REGULATIONS

**1.01 PURPOSE AND USE**

- 1.01.1 These Special Regulations have been adopted and approved by the Board of Tall Ships Races International Limited.
- 1.01.2 The purpose of these Special Regulations is to establish a uniform minimum equipment standard for all vessels participating in all sailing events, including but not limited to Races and Cruises in Company organised and run by Tall Ships Races International Limited.
- 1.01.3 These Special Regulations are supplementary to the requirements of international, national and governmental authorities.

**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 and qualified crew who have undergone appropriate training and are physically fit to face inclement weather.
- 1.02.2 It is the responsibility of the Owner and Captain/Master to ensure that the stability characteristics of the vessel are appropriate for the sea areas and season in which the race will take place, and where required, comply with all relevant stability criteria as determined by Flag State. It is the responsibility of the Captain/Master to ensure that an appropriate and safe sail plan is set at all times and to take into account any relevant guidance from the vessel's stability book and/or any squall curves provided on board.
- 1.02.3 The Owner and Captain/Master must ensure that the vessel complies with all Flag State regulations, and that all necessary surveys (including but not limited to hull, rig and safety equipment surveys) have been carried out at appropriate/statutory intervals.
- 1.02.4 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.
- 1.02.5 Neither the establishment of these Special Regulations, their use by Tall Ships Races International Limited, nor the inspection of a vessel under these Special Regulations limits or reduces the complete and unlimited responsibility of the Owner or Captain/Master in any way.
- 1.02.6 Tall Ships Races International Limited 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.
- 1.02.7 The Captain/Master will be held responsible for the conduct of the vessel's crew before, during and after any event organised by Tall Ships Races International Limited. Misconduct may result in both Captain/Master and crew being excluded from future events organised by Tall Ships Races International Limited and the vessel may be disqualified.
- 1.02.8 The Owner is required to provide suitable insurance for the vessel to sail with Trainees and take part in all programmed activities whether at sea or in port. The Captain/Master may be required to provide evidence of insurance to a representative of the host port

## SECTION 2

## APPLICATION AND GENERAL REQUIREMENTS

### 2.01 INSPECTIONS

- 2.01.1 Each vessel has a Safety Equipment section within the Gateway, designed to help the Owner or Captain/Master ensure that the vessel complies with these Special Regulations. This must be properly completed before each race or event, or at such time as decided by the Race Committee (see Rule 3.2).
- 2.01.2 Any vessel may be inspected for compliance with selected items (or Flag State equivalent) in the Safety Equipment Section within the Gateway. Vessels in possession of valid SOLAS Cargo or Passenger Ship Safety Equipment, Safety Construction and Safety Radio Certificates, or equivalent, may be considered to have met the requirements of Sections 3 and 4 of these Special Regulations.
- 2.01.3 A number of vessels, selected by the Race Committee, may be subjected to a further Random Inspection for compliance with these Special Regulations. Random Inspections may be carried out at any time before or during a race or event.
- 2.01.4 Any vessel may request an inspection to be carried out by the Race Committee to check her safety equipment. Such requests must be made at least 24 hours before the Captains' Briefing time as published in the Advance Notice and Arrival Arrangements.
- 2.01.5 Any vessel not complying with any of these Special Regulations may be disqualified or awarded a Standard Time Penalty (or proportion or multiple of the Standard Time Penalty) at the discretion of the Race Committee.
- 2.01.6 Compliance with these Special Regulations and applicable Flag State regulations is the responsibility of the Owner or Captain/Master. This responsibility is not diminished by any inspection carried out by or on behalf of the Race Committee.

#### **Note:**

All Owners and Captains/Masters are reminded that their vessels are always subject to inspections by Port State Control.

### 2.02 GENERAL REQUIREMENTS

- 2.02.1 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 for the intended use and size of vessel.
- 2.02.2 Heavy moveable items including batteries, gas bottles, tanks, toolboxes, anchors and chain shall be securely fastened.
- 2.02.3 All vessels should have a Safety Management System (SMS) appropriate to their vessel, which should include but not be limited to the following:
- Vessel Maintenance
  - Certification Compliance (vessel and personnel)
  - Vessel Stability and Sail Plan Management
  - Vessel Familiarisation
  - Voyage Planning
  - Safe Operational Procedures (including safety briefings, drills, procedures and check lists).
  - Trainee Welfare, Safety and Protection
  - Marine Environmental Awareness Policy

## SECTION 3

## STRUCTURAL FEATURES AND FIXED EQUIPMENT

### 3.01 WATERTIGHT INTEGRITY OF A HULL

- 3.01.1 The 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 There shall be 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:**

A tapered soft wood plug of the appropriate size shall be stowed adjacent to each 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.
- 3.03.3 Guardrail stanchions must be securely fastened to the vessel.
- 3.03.4 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.
- 3.03.5 No guardrails need be fitted where the bulwarks are 610mm or more in height.
- 3.03.6 Secure safety arrangements must be fitted to the bowsprit for clipping on safety harnesses. Fitting of a safety net, footropes or jackstays should also be considered.

### 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 consisting 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 shall be fitted with bilge pumping arrangements in accordance with Flag State requirements.
- 3.04.3 All vessels less than 24 metres in length shall carry two buckets, minimum capacity 9 litres, with lanyards of minimum length 2 metres attached.

### 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 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 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 in accordance with Flag State requirements.

### 3.07 MARINE RADIO AND COMMUNICATIONS

- 3.07.1 All vessels shall to have the following on board:
  - 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 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 readily available 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 weather bulletins appropriate for the Race Category (see Rule D Race Categories)

In addition to the above;

- 3.07.2 For Category 2 races, all vessels will be required to have the equipment listed in 3.07.1 and an additional satellite communications transceiver or a multi-channel HF/MF SSB transceiver if the Race Committee request it on the race entry form.
- 3.07.3 For Category 1 races, all vessels will be required to have the equipment listed in 3.07.1 and an additional satellite communications transceiver or a multi-channel HF/MF SSB transceiver.
- 3.07.4 For Category 0 races, all vessels will be required to have the equipment listed in 3.07.1 and either two independent satellite communications

transceiver systems or a satellite communications transceiver and a multi-channel HF/MF SSB transceiver.

- 3.07.5 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.
- 3.07.6 Any satellite communication transceiver system fitted shall be capable of being used in the event of the mast(s) being lost. Alternatively the vessel may be fitted with other effective means of communication (viable in all sea areas of the Race) which does not depend on the rig of the vessel.
- 3.07.7 Any satellite communication transceiver system used for sending messages from the vessel during the event shall be capable of receiving messages from the addresses outlined in the Gateway.
- 3.07.8 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.

**Note:**

It is strongly recommended that a 24-hour listening watch is maintained where practicable.

### 3.08 AIS

AIS – Automatic Identification System. All vessels are required to have a class A or class B AIS transponder fitted on board. It must be transmitting and receiving for at least 48 hours before arrival at any STI event. It must be transmitting and receiving at all times whilst at sea during an STI event.

## 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 2023 Chapter IV) 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, 2 and 3** races shall meet one of the following standards:

either:

- a) constructed in accordance with SOLAS regulations (see LSA Code 2023 Chapter IV); or
- b) constructed in accordance with the requirements of the World Sailing Offshore Special Regulations (OSR) Appendix A Part 2; or
- c) 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.

### 4.02 LIFERAFT STOWAGE

4.02.1 Stowage for liferafts shall be either:

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

**It is strongly recommended that:**

- a) 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
- b) the vessel end of the painter should be permanently made fast to a strong point on board the vessel at all times.

**Note:**

On Class A vessels the carriage of lifeboats in place of liferafts required in 4.01.1 is acceptable, providing they meet Flag State requirements.



#### 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 SART
  - j) a second sea anchor for the Liferaft
  - k) 2 safety tin openers
  - l) a whistle
  - m) a safety knife
  - n) water

**Note:**

This is not an exhaustive list, it is a guide 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 shall carry at least two lifebuoys on deck. All lifebuoys shall clearly show the vessel's name and be fitted with marine grade retro-reflective material.
- 4.05.2 At least two lifebuoys shall be fitted with automatically activating lights
- 4.05.3 All Class B, C and D vessels shall keep the following within reach of the helmsman, ready for instant use:
- a) one lifebuoy equipped with a whistle, a drogue, a self-igniting light and a pole and flag (dan buoy)  
**and**
  - b) a second lifebuoy, either equipped with a self-igniting light and a drogue, or attached to a reel of buoyant line  
**or**  
a lifesling equipped with a self-igniting light and marine-grade retro-reflective material  
**or**  
other means of recovering a Man-Overboard (such as a Jonbuoy recovery module) acceptable to the Race Committee.

The pole referred to in part (a) above 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) above the water.

- 4.05.4 Any Class B, C and D vessel that is equipped with two lifebuoys complying with the requirements of SOLAS Chapter III Regulation 7.1.3 need not comply with Rule 4.05.3 although it is strongly recommended that a Dan buoy is carried.
- 4.05.5 At least one lifebuoy shall depend entirely on permanent (e.g. foam) buoyancy.
- 4.05.6 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 the manufacturer's instructions.

## 4.06 PYROTECHNIC SIGNALS

All pyrotechnic signals provided shall conform with LSA Code 2023 Chapter III. They shall not be older than the stamped expiry date, or if no expiry date is stamped, not older than 4 years.

4.06.1 Every vessel shall carry the following:

	Category 0 Race	Category 1 Race	Category 2 Race	Category 3 Race
Red parachute flares	6	4	4	0
Red handheld flares	4	4	4	4
Orange smoke signals	2	2	2	2

4.06.2 Every vessel racing on other than **Category 3** races shall carry at least four white handheld flares, or some other suitable and effective means of illuminating the vessel and rig (such as rigging lights or Aldis lamp).

**Note:**

White flares 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 meet the requirements of the flag state authority.
- 4.06.4 Any vessel that is equipped in accordance with SOLAS Chapter III Regulations 6.3 and 7.1.3 need not comply with 4.06.1 above.

## 4.07 FIRE EXTINGUISHERS

- 4.07.1 All vessels shall carry at least four fire extinguishers, located in appropriate and different parts of the vessel. The number, size and type of fire extinguishers must be appropriate to the size of vessel.
- 4.07.2 Each accommodation space shall contain at least one fire extinguisher.
- 4.07.3 Each fire extinguisher must be properly secured to the vessel, clearly visible and readily accessible.
- 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 readily accessible fire blanket must be sited in or adjacent to the galley area.
- 4.07.6 The engine shall be enclosed so as to limit the spread of fire. 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.
- 4.09 FLASHLIGHTS** All vessels must carry at least three water resistant flashlights, 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 (printed copy), 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 satellite receiver (if carried).
- 4.11 SOUND SIGNAL APPLIANCES** All vessels must be fitted with or carry sound signal appliances in order to make the appropriate sound signals as required by the 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 appropriate navigational charts and the relevant nautical publications for the areas in which the vessel is sailing.
- 4.13.2 Charts and publications shall be corrected up-to-date
- 4.13.3 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 SAFETY PLAN** A safety plan, or durable stowage chart, shall be 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** All vessels must be fitted with equipment for measuring the depth of water.
- 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 The emergency steering gear must be capable of being fitted quickly.
- 4.17.2 When the principal method of steering is by means of a tiller, an emergency tiller capable of being fitted to the rudder stock must be provided.
- 4.17.3 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 the month before 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 the standing rigging from the hull.
- 4.19 EMERGENCY POSITION INDICATING RADIO BEACON (EPIRB)**
- 4.19.1 For Category 0, 1 or 2 races, all vessels must be fitted with at least one 406 MHz EPIRB.
- 4.19.2 All EPIRBs carried must be registered to the vessel on which they are carried.
- 4.19.3 Vessels must satisfy the Race Committee that the EPIRB(s) is registered to that vessel, either by producing the EPIRB(s) certificate(s), which must clearly indicate the unique identification code(s) and battery expiry date(s) or by other means satisfactory to the Race Committee.
- 4.19.4 At least one EPIRB must be readily available and easily accessible.
- Note:**
- (a) Personal Locator Beacons (PLB) are not acceptable as a vessel EPIRB.
- (b) It is strongly recommended that EPIRBs have an integrated GPS receiver.
- 4.20 SART**
- 4.20.1 It is strongly recommended that every vessel has a SART.
- 4.21 HEAVING LINE AND KNIFE**
- 4.21.1 A buoyant heaving line, 15 m - 25 m in length, shall be provided. On Class B, C and D vessels this shall be readily accessible to the steering position.
- 4.21.2 All vessels must carry at least one strong, sharp knife, sheathed, which is readily accessible.
- 4.22 STORM AND HEAVY WEATHER SAILS AND EQUIPMENT**
- 4.22.1 All vessels must carry suitable sails for use in storm and heavy weather conditions.
- 4.22.2 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.
- 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 an appropriately large highly visible coloured patch added on each side.
- 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 for Class B, C and D vessels.

## 4.23 JACKSTAYS

4.23.1 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.

4.23.2 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 or rope jackstays should not be left on deck when in port, in order to minimise the damaging effects of sunlight and/or unnecessary chafe.

## 4.24 HULL MARKING

**It is strongly recommended that:**

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

## 4.25 LPG GAS BOTTLES

**It is strongly recommended that:**

- a) The vessel's SMS includes suitable procedures for the routine functional testing and maintenance of the complete gas alarm system including sensors.
- b) The vessel's SMS include suitable procedures 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.

## 4.26 FUEL SHUT-OFF VALVES

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

## SECTION 5

## PERSONAL EQUIPMENT

### 5.01 LIFEJACKETS

- 5.01.1 All vessels must carry one approved lifejacket for every person on board as follows:
- equipped with a whistle and light;
  - fitted with marine grade retro-reflective material;
  - it is strongly recommended that life jackets be clearly marked with either the wearer's name, or vessel's name and/or call sign.
- 5.01.2 All inflatable lifejackets must be tested at least annually for operation and air retention.
- 5.01.3 Each lifejacket must be readily available and easily accessible.
- 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 should 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:
- 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;
  - 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.

### 5.03 CLIPPING POINTS FOR SAFETY HARNESSES

- 5.03.1 Clipping points for safety harnesses shall be provided as follows:
- 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;
  - which together with jackstays must enable a crew member:
    - to clip on before coming on deck and unclip after going below;
    - 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) snap hooks with positive locking devices be used. (Note: 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);
- d) before each race every crew member 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;

**Note:**

Sunlight and poor care reduce the life of certain types of webbing and stitching on harnesses. The condition of harnesses should be inspected regularly to ensure fitness for purpose.

**5.04 FOUL WEATHER SUITS**

**It is strongly recommended that:**

Any foul weather or immersion suits carried 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 5 years before the start of an event organised by Tall Ships Races International Limited, which should include practical sessions.

**SECTION 7 CODE FOR OCEANIC RACES**

**7.01 CODE FOR OCEANIC RACES**

The following Code has been approved by the Board of Tall Ships Races International Limited.

- 7.01.1 Tall Ships Races International Limited 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 Tall Ships Races International Limited, 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 Tall Ships Races International Limited Racing Rules and COLREGS whenever it is appropriate for these rules and regulations to be applied.

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

## 1 SPONSOR IDENTIFICATION

- 1.1 Class A vessels may wear displays of sponsor logos/names to a maximum of 16 metres<sup>2</sup> (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.
- 1.2 Class B, C and D vessels may wear displays of sponsor logos/names to a maximum of 3 metres<sup>2</sup> (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 2 metres<sup>2</sup> (or equivalent area).
- 1.3 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% of the freeboard and may only be displayed once on each side of the hull and transom.
- 1.4 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.**

- 1.5 Sponsor identification may be displayed prominently at the foot of the gangway, on the side of the gangway and elsewhere on the ship from 2 hours before a sponsored event is scheduled to begin until 1 hour after it is scheduled to finish. The total area of any and all such banners, flags, etc, must not exceed 100 metres<sup>2</sup>.
- 1.6 Any request for an exemption to these rules must be made in writing to the Race Committee not less than 7 days before the scheduled event.
- 1.7 Non-compliance with Rules 1.1 – 1.4 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.

## 2 OPENING TO THE PUBLIC

- 2.1 Class A vessels and Class B vessels are required to be open to the public during the opening hours published by the Host Port. Host Ports should be informed in advance of any times when this will not be possible at least 2 months prior to the official event dates.
- 2.2 The Captain/Master is responsible for safe access to the vessel and the safety of the public on board. Ships' gangways and open decks should be supervised whenever vessels are open to the public.

**Note:**

When two or more vessels are berthed alongside each other the outboard vessel will normally be responsible for safe access to/from the inboard vessel. The innermost vessel will be responsible for safe access to the shore.

- 2.3. 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.



### **3 MERCHANDISE**

- 3.1 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 port or city authority.
- 3.2 Vessels are not permitted to use the Race logo or Race title on any item available for sale to the public.

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