



Chinese-English Edition

中英文对照版

ISAF OFFSHORE SPECIAL REGULATIONS

国际帆联离岸赛特别规则

2012 - 2013

INTERNATIONAL SAILING FEDERATION

国际帆船运动联合会

CHINESE YACHTING ASSOCIATION

中国帆船帆板运动协会

CHINA MARINE SPORTS SCHOOL

国家体育总局青岛航海运动学校

国际帆联

——离岸赛特别规则——

2012 — 2013

适用于单体与多体船离岸赛

结构要点 ● 帆船器材 ● 个人器材 ● 培训

国际帆船运动联合会

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主 任: 曲 春

译 审: 曲 春 鲁启东

翻 译: (按翻译章节先后为序) 江崇伦 侯佳音 辛 婧 姜作濡
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编辑排版: 曲 春 黄钰婷



序

做好准备，驰骋海洋



亲爱的帆友们，中国帆船帆板运动协会近二十年来，在大帆船航海领域，从组队参与国际离岸帆船比赛到每年主办离岸赛，全情致力于推动中国航海运动事业的健康发展。

海上丝绸之路，说明我们的祖先一直有着伟大的航海文明。

当代，我们所有热爱大海、热爱和平、热爱友谊的中国人，要通过帆船运动的全面普及与发展把祖国的航海文明重新发扬光大。

我们的航海文明曾经中断，但她在世界其它地方继续发展着。

这份《国际帆联离岸赛特别规则》是现代航海文明中一个重要的成果，她凝聚着无数航海家在近百年现代帆船的跨洋比赛、航行中宝贵的经验。每一个小小的要求与标准，都是无数航海经验与教训的总结。

我们有义务尽快学习、借鉴世界上一切先进的航海文化，做好准备，去挑战自我、与自然界的伟大力量平衡和谐、自由安全地享受海洋赐予我们的极限体验。

中国的大航海时代就在我们这一代开始。

中国帆船帆板运动协会与你们携手共进。

感谢参与本手册翻译与编辑工作的所有人员的辛勤劳动与对帆船事业的奉献！感谢国际帆联对本手册中文版出版编印工作的大力支持！

A stylized handwritten signature in black ink, appearing to read '李剑辉'.

国际帆联理事

中国帆船帆板运动协会副主席

贺词



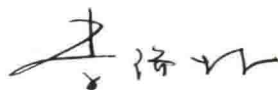
亲爱的帆船运动爱好者，

作为新中国航海运动的发祥地，几十年来我国体育总局青岛航海运动学校始终把普及、发展、提高我国航海运动事业、培养与国际接轨的航海运动专业人才为己任，在国家体育总局的领导下，在国家体育总局水上运动管理中心和中国帆船运动协会的直接指导支持下，我们充分发挥学校专业人才和器材装备及设施优势，积极行动，努力作为，不断为我国帆船运动事业的健康快速发展发挥强力助推作用，努力使我国帆船运动不但在奥运竞技场上继续创造佳绩，而且还要成为一种引领社会生活方式、体现品质档次、锻炼心智和意志的时尚休闲运动。为此我们组织专人集中精力翻译了由国际帆联下发的《国际帆联离岸赛特别规则》，相信本“规则”的翻译出版一定会进一步开阔我国帆船运动从业人员的眼界、丰富专业知识、掌握竞赛案例，对不断提高我国的竞技水平和与国际接轨的裁判队伍判罚水平将起到重要指导作用。

请允许我代表全国帆船运动爱好者对在百忙之中，投入特别的时间和精力，热心参与本“规则”翻译的有关人员表示衷心感谢！

衷心感谢 CAPE - 10 与三亚司南航海推广发展有限公司对本规则出版印刷的大力支持！

对国际帆联长期以来对我国帆船运动的指导支持表示衷心感谢！



中国帆船帆板运动协会副主席

国家体育总局青岛航海运动学校校长

**THE ISAF
OFFSHORE
SPECIAL
REGULATIONS**

for 2012—2013

**Governing Offshore Racing for
Monohulls & Multihulls**

Structural Features • Yacht Equipment
Personal Equipment • Training

International Sailing Federation

Offshore Racing Environmental Code

ISAF is committed to the promotion of care for the environment. In offshore racing we will

- use holding tanks where fitted and empty at a pump-out station or more than 3 miles offshore
- in the bilges use oil collection pads and dispose properly ashore
- use environmentally-friendly cleaning products suitable for the marine environment
- retain garbage on board for recycling or disposal ashore except on a long voyage when biodegradable waste may be discharged overboard
- avoid the use of 2-stroke engines (except advanced models with pollution control)
- use solar, water power or wind charging when appropriate
- use shore toilets when in port
- observe IMO guidelines on biofouling

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ISAF (UK) Ltd, Ariadne House, Town Quay, Southampton, SO31 2AQ, UK

Tel. +44 (0) 2380 635111

E-Mail technical@isaf.co.uk

Fax + 44 (0) 2380 635789

Website www.sailing.org

离岸赛环境准则

国际帆联致力于对环境保护的宣传。在离岸赛中，我们将：

- 使用内置的储存罐储存废水，仅在排废站或离岸 3 海里以外排空
- 在舱底使用吸油垫，并在上岸后进行合理处置
- 使用适合海洋环境的环保清洁产品
- 收集船上垃圾做循环处理或排放到岸上，除非在长距离比赛时可将能生物降解的垃圾排入海中
- 避免使用 2 冲程的引擎（除非有先进的可控制污染的型号可供使用）
- 可能的情况下使用太阳能、水能和风能充电
- 在港内使用岸上厕所
- 遵守 IMO 有关生物污染的指南

CONTENTS

Section 1	Fundamental and Definitions	004
Section 2	Application and General Requirements	007
Section 3	Structural Features, Stability, Fixed Equipment	009
Section 4	Portable Equipment and Supplies for the Boat	029
Section 5	Personal Equipment	044
Section 6	Training	048

Appendices

*Appendix A parts I and II are minimum standards; B to H are advisory;
J, K, L and M are minimum standards.*

A part I	Minimum Specifications for Yachtsmen's Liferrafts (valid for liferafts manufactured before 1/2003)	050
A part II	Minimum Specifications for Yachtsmen's Liferrafts	052
B	A guide to ISO and other standards	053
C	Standard Inspection Card	056
D	Quickstop and Lifesling	059
E	Hypothermia	065
F	Drogues	069
G	Training	070
H	ISAF Code for the organisation of Oceanic Races	086
J	Category 5 for inshore racing	089
K	Minimum specification for yachts fitted with Moveable and Variable Ballast	094
L	Category 6 for inshore racing	096
M	Hull Construction Standards (Scantlings)	097
N	Model First Aid Training Course	098
Alphabetical Index		101

The Special Regulations Sub-committee was created in 1967 by the newly formed Offshore Rule Co-ordinating Committee, later the Offshore Racing Congress.

As offshore racing extended into round-the world and multihull activities, so too did the scope of Special Regulations, which now cover racing in seven categories.

Interpretations, amendments, and also extract files for particular categories and boat types, are available on the ISAF web site(www.sailing.org/specialregs).

目 录

第一部分 基础知识与定义	004
第二部分 应用与总体要求	007
第三部分 结构特点, 稳定性, 固定的设备	009
第四部分 船上轻便器材与用品	029
第五部分 个人装备	044
第六部分 培训	048

附录:

附录 A I 和 II 部分为最低标准; B 到 H 部分为参考; J、K、L 和 M 为最低标准。

A 第 I 部分

对船上救生筏的最低要求

(救生筏制造期在 2003 年 1 月前的有效)	050
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A 第 II 部分

对船上救生筏的最低要求	052
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B ISO 和其它标准指南	053
---------------	-----

C 标准检查卡	056
---------	-----

D 快速停船和救生套索	059
-------------	-----

E 低温症	065
-------	-----

F 浮锚	069
------	-----

G 培训	070
------	-----

H 国际帆联远洋比赛组委会规范	086
-----------------	-----

J 5 级近岸赛	089
----------	-----

K 配有可移动和可变化压舱物帆船的最低要求	094
-----------------------	-----

L 6 级近岸赛	096
----------	-----

M 船身建造标准 (船体结构)	097
-----------------	-----

N 急救培训课程	098
----------	-----

字母排序索引	101
--------	-----

特别规则下属委员会建立于 1967 年, 前身为离岸规则协调委员会, 后期改为离岸赛代表大会 (ORC)。

离岸赛延伸至环球和多体船活动,《特别规则》的范围也同时扩展了, 现已覆盖了 7 个等级的比赛。

有关本特别规则的解释、修改和针对各等级与船型的摘录文档可以通过登录国际帆联官方网站 (www.sailing.org/specialregs) 获得。

CONTENTS

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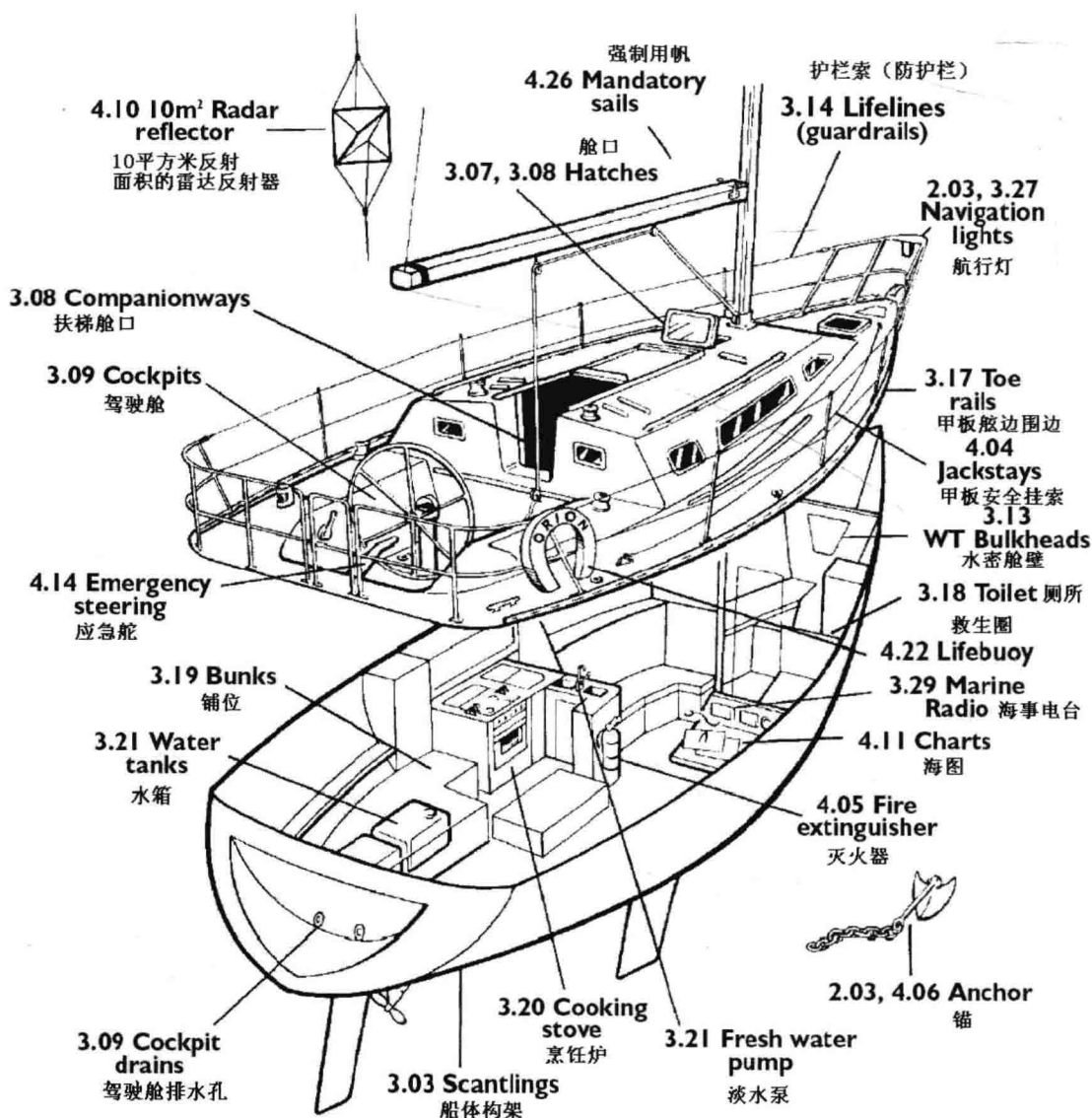
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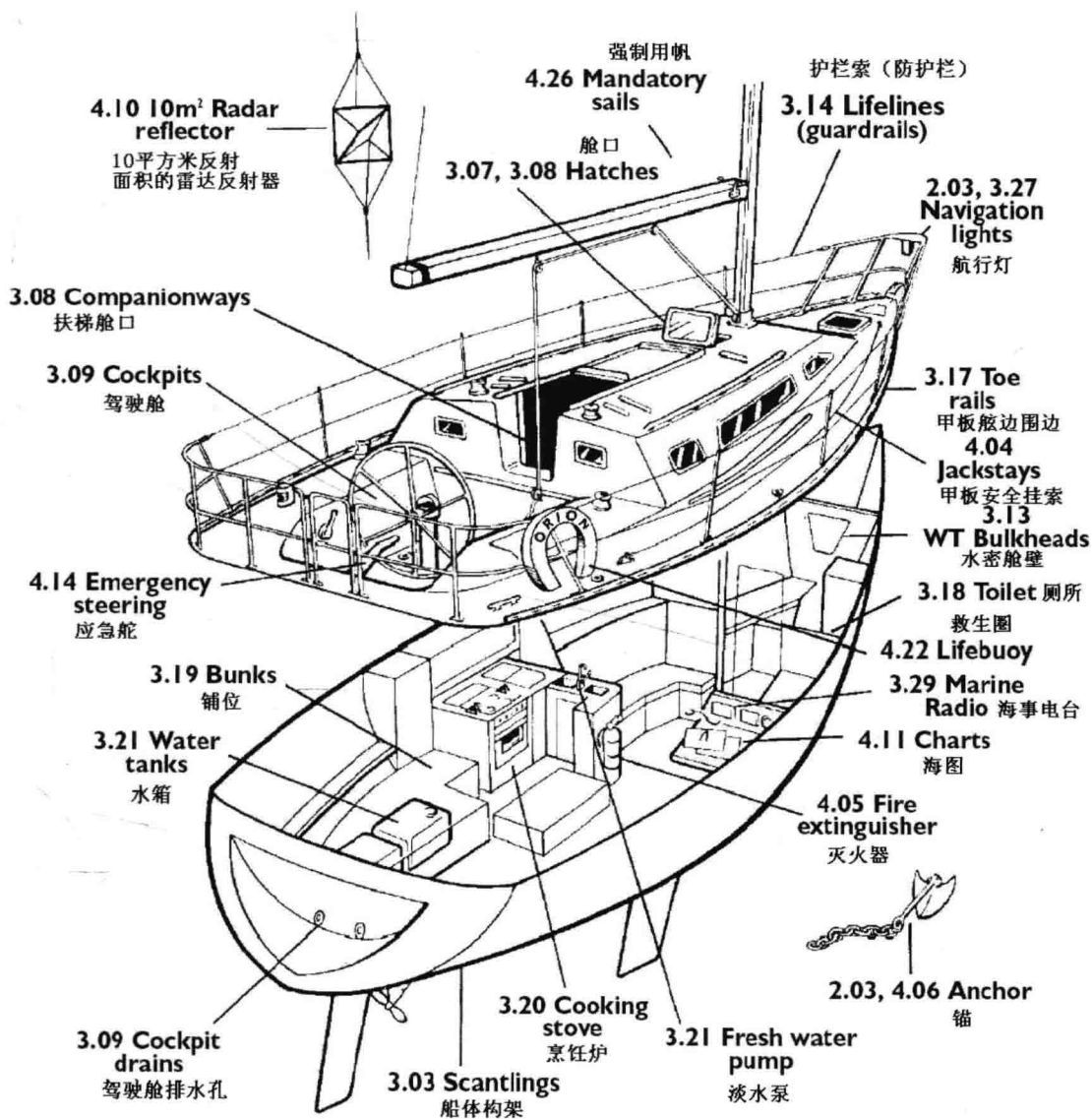
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DIAGRAMMATIC GUIDE

(see also alphabetical index)



图解



JANUARY 2012 - DECEMBER 2013

Copyright:

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- request copyright permission from ISAF and ORC Ltd (normally given free of charge)
- Display a copyright acknowledgement with the reprint
- make any amendments by deleting contrary provisions and indicating that changes have been made
- Supply a copy of the reprint to each of ISAF and ORC Ltd

Official interpretations shall take precedence over these Special Regulations and will be indexed, numbered, dated and displayed on the ISAF web site www.sailing.org/specialregs

Language & Abbreviations Used:

Mo - Monohull,

Mu - Multihull

****** - means the item applies to all types of yacht in all Categories except 5 for which see Appendix J or 6 for which see Appendix L.

Sidebar - A side bar indicates a significant changes in 2012

Italics - Guidance notes and recommendations are in italics

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

Administration:

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

ISAF Regulation 6.8.8.3 - The Special Regulations Sub-committee shall:

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

(b) monitor developments in offshore racing relative to the standards of safety and seaworthiness

For the committee members names and contact details please refer to the ISAF yearbook.

Any queries please E-Mail: technical@isaf.co.uk

2012 年 1 月至 2013 年 12 月

版权：

如国家机构或竞赛组织者需重新印刷此规则，需：

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- 在再印时显示版权声明
- 若有更改如删除任何相反条款需指明更改处
- 将再印版的拷贝同时提供给国际帆联和 ORC 公司

官方解释应优先于这些《特别规则》，同时其索引、编号、时间等将公示于国际帆联网站 www.sailing.org/specialregs

语言与缩写：

Mo —— 单体船

Mu —— 多体船

** —— 代表此条规则适用于所有等级赛事的所有类型船只，
除了附录 J 中的 5 级和附录 L 中的 6 级。

边线 —— 边线用于表明 2012 年的明显更改。

斜体 —— 指导性意见和建议用斜体字

当使用阳性词时，视为表示任何一种性别。

管理：

《离岸特别规则》由国际帆联特别规则下属委员会管理，与之有关的条款规定如下
(www.sailing.org/regulations):

国际帆联条例 6.8.8.3 特别规定下属委员会应：

(a) 在 ORC 公司授权下，负责维护、修订和更改离岸赛执行的《国际帆联离岸赛特别规则》。版本更改需每两年一次，在偶数年的一月公布。除此之外当出现了影响安全的紧急自然状况时，需更改规则来应对时，可在短时间内公布。

(b) 监控与安全及适航性标准相关的离岸赛发展变化。

委员会成员名单和联系细节请查阅国际帆联年鉴。

任何问题，请发送邮件至：technical@isaf.co.uk

SECTION 1 – FUNDAMENTAL AND DEFINITIONS

1.01 Purpose and Use

- 1.01.1 It is the purpose of these Special Regulations to establish uniform minimum equipment,accommodation and training standards for monohull and multihull yachts racing offshore. A Proa is excluded from these regulations.
- 1.01.2 These Special Regulations do not replace, but rather supplement, the requirements of governmental authority, the Racing Rules and the rules of Class Associations and Rating Systems. The attention of persons in charge is called to restrictions in the Rules on the location and movement of equipment.
- 1.01.3 These Special Regulations, adopted internationally,are strongly recommended for use by all organizers of offshore races. Race Committees may select the category deemed most suitable for the type of race to be sailed.

1.02 Responsibility of Person in Charge

- 1.02.1 The safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used. He shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his incapacitation.
- 1.02.2 Neither the establishment of these Special Regulations, their use by race organizers, nor the inspection of a yacht under these Special Regulations in any way limits or reduces the complete and unlimited responsibility of the person in charge.
- 1.02.3 Decision to race
The responsibility for a yacht's decision to participate in a race or to continue racing is hers alone - RRS Fundamental Rule 4.

1.03 Definitions, Abbreviations, Word Usage

- 1.03.1 Definitions of Terms used in this document

TABLE 1

Age Date	Month/year of first launch
AIS	Automatic Identification Systems
CEN	Comité Européen de Normalisation
CPR	Cardio-Pulmonary Resuscitation
Coaming	Includes the transverse after limit of the cockpit over which water would run in the event that when the yacht is floating level the cockpit is flooded or filled to overflowing.
DSC	Digital Selective Calling
EN	European Norm
EPFS	Electronic Position-Fixing System
EPIRB	Emergency Position-Indicating Radio Beacon

Category

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第一部分 基础知识和定义

1.01 目的和使用

- 1.01.1 《特别规则》目的在于建立单体和多体船离岸赛时器材、舱室和培训的统一最低标准。非对称双体快船（源自马来西亚）不包括在此规则中。
- 1.01.2 这些《特别规则》不是对官方机构、竞赛规则、级别规则和让分规则的替代而是对它们的进一步补充。船只负责人要留意规则中对器材放置与移动的限制。
- 1.01.3 强烈建议所有离岸赛组织者使用这些国际通行的《特别规则》。竞赛委员会可根据比赛类型挑选最适合的比赛等级。

1.02 船只负责人的责任

- 1.02.1 保障船只及水手的安全是船只负责人的全部而且不可避免的责任。他必须尽最大努力保证船只建造完整、完全适于航海，由经过合格的训练并且身体健康可以适应恶劣天气的水手驾驭。他必须确保船体、桅杆、索具、帆具和所有装备正常。他必须保证所有安全装备保养和存放妥当，而且所有水手清楚安全装备的位置和使用方法。他还要指定一位船员在他无法履行职责时作为代理船只负责人。
- 1.02.2 无论如何，制定这些《特别规则》，竞赛组织者使用这些规则，或是按照这些《特别规则》检查一条帆船，都不会减少与限制船只负责人全部而且无限的责任。
- 1.02.3 决定参赛
一条帆船在赛事中决定参赛或继续比赛的责任自负—RRS 基本规则第四条。

1.03 定义、缩略语、用词

- 1.03.1 本文件中词汇定义

表 1

船龄	第一次下水的年 / 月
AIS	自动识别系统
CEN	欧洲标准委员会
CPR	心肺复苏术
驾驶舱栏板	包含驾驶舱边缘后面的横断，当船正浮时驾驶舱被水淹或是达到水满溢出来的水平时，水可以从上面流过。
DSC	数字选择呼叫
EN	欧洲规范
EPFS	电子定位系统
EPIRB	紧急无线电示位信标

类 别

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