

LO



# 2026

*“The Around & Back Challenge”*

## NOTICE OF EVENT

**Plymouth To Plymouth  
PASSING THE 3 GREAT CAPES TO PORT  
Saturday 26th September 2026**

The Royal Western Yacht Club of England Ltd – Queen Anne’s Battery - Plymouth PL4 0TW



Secretariat: +44 1752 660077

[admin@rwyg.org](mailto:admin@rwyg.org)

[www.rwyg.org](http://www.rwyg.org)

## WORLDSTAR 2026 NOTICE OF EVENT

Competitors should note that The Royal Western Yacht Club implements the RYA Racing Charter and that they will be required to undertake to sail in compliance with the Charter, which can be found in the front of the RYA rule book (Racing Rules of Sailing), on the Club website, or at <https://www.rya.org.uk/racing/rules/racing-charter>

### Environmental Code

1. The Royal Western Yacht Club have committed to promoting environmental protection. Generally, and when offshore racing, boats shall:
  - a. Use grey and black holding tanks, where fitted, and empty them at appropriate pump-out stations on land, or when more than 6 nautical miles offshore.
  - b. Use absorbent cloths to collect any oil in the bilges and dispose of them in dedicated oil disposal containers on land.
  - c. Use environmentally friendly cleaning products suitable for the marine environment.
  - d. Keep rubbish aboard which can be recycled once ashore, except during long passages when biodegradable rubbish may be disposed of overboard.
  - e. Not use 2-stroke engines.
  - f. Use solar, wind or any other power generated by the speed of the boat wherever possible.
  - g. Use toilets ashore when the boat is in port.
  - h. Follow the recommendations of the IMO (International Maritime Organisation) regarding biological antifouling products.
  
2. Interpretations
  - a. Event interpretations shall be made by the OA, who may issue an interpretation at its sole discretion.
  - b. Any request for interpretation of the Event shall be submitted in writing to the OA.
  - c. Requests for interpretation shall only be made by and accepted from competitors.
  - d. All interpretations shall be made in writing as soon as possible and shall be posted on the Event website.
  - e. The origin of a request for interpretation shall remain confidential.

### 1. ORGANISATION

- 1.1 The Organising Authority (OA) will be the Royal Western Yacht Club of England (RWYC).

### 2. OBJECT

- 2.1 The challenge is intended to be a sporting event and to encourage the development of equipment, supplies and techniques for shorthanded ocean racing.

### 3. COURSE

- 3.1 The course will be from a Start Line in Plymouth Sound, leave the 3 great Capes to Port, then to a Finish Line which is in Plymouth Sound. Marks and waypoints of the course will be defined in the Sailing Instructions (SI's).

### 4. RULES, REGULATIONS AND TEXTS IN FORCE

- 4.1 The event shall be governed by the following documents, complemented and/or modified by the SI's:
  - a. The World Sailing (WS) Racing Rules of Sailing (RRS), except in the rules modified in Notice of Event 4.2. <https://www.sailing.org/inside-world-sailing/rules-regulations/racing-rules-of-sailing/>
  - b. World Sailing Offshore Special Regulations Category 0 shall apply except in the regulations modified in Notice of Event 4.3. <https://www.sailing.org/inside-world-sailing/rules-regulations/offshore-special-regulations/>
  - c. International Rules for the Prevention of Collisions at Sea Part B (Steering & Sailing) (COLREGS).
  - d. Class Rules as recognised by WS.
  - e. The RWYC Notice of Event and any amendments.

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- f. The RWYC Sailing instructions.
- 4.2 The following RRS have been modified:
- a. Part 2 (When Boats Meet) applies only inside the Dockyard Port of Plymouth after which they are replaced by Part B (Steering & Sailing) of COLREGS
  - b. Under World Sailing Test Rule DR21-01, change the definition **Start** as follows:  
**Start** A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either;  
 (a) at or after her starting signal, or  
 (b) during the last minute before her starting signal.
  - c. When a boat starts in accordance with item (b) of the definition **Start**, she shall not return to the pre-start side of the line, and the starting penalty shall be a **minimum** of **2 hours** added to her elapsed time. This changes Rules 29.1, 30, A5.1
  - d. Rule 41 (Outside Help) modified in Notice of Event 14.
  - e. Rule 42.2 (Prohibited Actions) add (f) "repeated movements of the keel and/or mast that are not necessary for the stability of the boat."
  - f. Rule 45 (Hauling Out, Making Fast, Anchoring) modified in Notice of Event 14.
  - g. Rule 52 (Manual Power) delete "and moveable hull appendages." Add "Boats are allowed to use electrical energy to fill and/or empty ballast tanks and/or adjust keels and/or any other system devised to increase stability".
  - h. Rule 55.2 (Spinnaker Poles and Whisker Poles) shall not apply at any time.
  - i. Rule 61 (Protest Requirements) modified in the Sl's.
  - j. Rule 62 (Redress) modified in the Sl's.
- 4.3 The following WS OSR have been modified:
- a. Regulation 3.29.13 Add "The AIS shall have an audible alarm and shall be switched on throughout the race."
  - b. Regulation 4.01 "Sail Letters and Numbers" shall not apply. (Notice of Event 12)
  - c. Regulation 4.10.2 Radar Target Enhancer (RTE) shall apply. Change "MoMu0" to "MoMu0,1". Add "The RTE shall be switched on throughout the race."
  - d. Furling Gear – Furling gear connected to structure, bowsprit or pole forward of the pulpit shall be capable of being retrieved to within the enclosure formed by the pulpit/guardrails without the necessity of the competitor leaving the enclosure formed by the pulpit/guardrails.
- 4.4 The 2024-2026 OSR Category 0 rules shall be followed as closely as possible. Where a boat is unable to comply with a particular rule the boat may be permitted to compete at the discretion of the OA provided that an alternative measure is incorporated or embarked in the boat that provides equivalent safety and does not confer a racing advantage. In these circumstances, full details shall be submitted to the OA for approval when applying for entry.
- 4.5 Further Safety measures by way of Appendices may be advised and/ or finalised on or Before 26<sup>th</sup> September 2025.



## 5. DATE SCHEDULE

- 5.1 The Start of the Race will be at 1200 British Summer Time (BST) on 26<sup>th</sup> September 2026.  
 5.2 In order to qualify as a finisher, a boat shall finish not later than 2359 GMT on Thursday 26<sup>th</sup> April 2027.

### 5.3 Key Dates

1 January 2024	Qualifying passage period starts	NOE 6.6
26 June 2024	Notice of <a href="#">intent to enter</a> is open	
26 November 2025	Discounted Entry Fee period ends	
26 March 2026	Normal entry fee closing date	NOE 7.6, 9.1, 9.2
26 June 2026	Late entry fee closing date	
July 1 <sup>st</sup> 2026	Entries close	NOE 7.1

1 Jan 2024	Qualifying passage period starts	
26 June 2026	Qualifying passage period ends	NOE 6.6
26 August 2026	Submit IRC certificates	NOE 10f
26 August 2026	Last date for 10% premium Entry Fee payment	NOE 7.5
12 September 2026	Boats berthed in Plymouth	
26 September 2026	challenge starts	NOE 5.1
26 April 2027	Challenge ends	NOE 5.2

5.4 Race Office: The Race Office hours will be communicated

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## 6 ELIGIBILITY

- 6.1 The Skipper/ Co - Skipper shall be over the age of 18 by the start date.
- 6.2 The Race is open to monohull boats with a minimum LOA of 35ft and a maximum LOA of 60ft (18.29m). The race is open to OPEN 60 class boats built before 2007.
- 6.3 The race is open to rated boats under IRC and IMOCA Ratings and unrated boats. Unrated boats shall satisfy the Race Committee that they meet the requirements of the stability index of OSR Category 0 regulations. Classes shall be offered to OPEN / CLASS 40 and OPEN 60, Cruisers, IRC and non-rated. Other classes may be offered.
- 6.4 The OA reserves the right to exclude any boat that fails to meet the criteria in Notice of Event 4.1, 4.3 and 4.4.
- 6.5 The Skipper/ Co – Skipper shall be competent to take charge of the boat and be in possession of:
  - a. An approved Offshore Personal Survival Training Certificate in accordance with OSR 6 and App G (Training).
  - b. A National Authority approved First Aid Certificate aligned to World Sailing Cat 0
- 6.6 A qualifying passage of not less than 2000 miles shall be made. The passage may have been undertaken at any time after 1<sup>st</sup> January 2023. The passage shall be sailed in the open sea without anchoring or putting into port. The distance shall be measured in straight lines joining not more than four points on the passage track.

The passage shall be made in the boat that the Skipper/ Co - Skipper intends to sail in the race, with only the Skipper/ Co – skipper on board, and without outside assistance or escort. In the event that any significant modification to the boat is made between the date of any passage and the race, a further qualifying passage shall be made. The successful completion of the following races in the same boat, providing no significant modification has subsequently been made, satisfies the qualifying passage requirements.

Round Iceland Race 2023  
OSTAR & TWOSTAR 2024  
Round Iceland Race 2025  
Similar races will be considered on request.
- 6.7 The Skipper shall produce independent evidence to substantiate the qualifying passage. Charts and log extracts signed and dated by the Harbour Authorities at the beginning and end of the cruise would form such evidence.
- 6.8 In the event of an entrant being found to have made a false statement the entry will be rejected and all fees, if paid, shall be forfeited.
- 6.9 The Skipper/ Co – Skipper is reminded that previous sailing experience outlined in Notice of Event 6.6 is the minimum required. Neither the setting of this minimum nor the acceptance of an entry by the OA implies any warranty by the OA that a Skipper/ Co - Skipper's experience is in fact adequate.
- 6.10 The Skipper shall have Third Party Liability insurance cover to a minimum of £3,000,000 or the foreign currency equivalent for the duration of the race.

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## 7. ENTRIES

- 7.1 A Skipper may reserve a place in the Challenge by completing an on line [Entry Form](#) with confirmation of payment of the Booking Fee of £1000. The Booking Fee is not refundable except as in Notice of Event 7.10.
- 7.2 Entries shall be limited to a total of 40 boats. The OA reserves the right to alter this figure.
- 7.3 Entries shall be made under the nationality of the Skipper. The boat need not have been designed nor built in that country.
- 7.4 Entry Fees will be in accordance with Notice of Event 9.
- 7.5 left empty.
- 7.6 A discounted Entry Fee (Notice of Event 9) shall apply if all fees are paid in accordance with the dates.
- 7.7 Late entries may be accepted at the discretion of the OA
- 7.8 There is no extra payment for sponsored boats.
- 7.9 The entry application shall include:
  - a. A digital photograph of the Skipper/ co- Skipper for safety, security and publicity purposes (minimum of 1MB).
  - b. A digital photograph of the boat under sail for safety, security and publicity purposes (minimum of 1MB).
  - c. One hundred words in English each about the Skipper/ Co-Skipper and the boat which may be used in the race programme, website and for publicity purposes.
  - d. An entry form. Intent is seen as the first stage, with the form being completed on or before the final payment date. Where the qualifying cruise has yet to be completed, the details required in Notice of Event 6.6 may be submitted separately but not later than the closing entry date.
  - e. Details of any non-compliance with OSR Category 0, and the proposed measures to provide equivalent safety (see Notice of Event 4.4).
- 7.10 A Skipper whose entry is rejected by the OA will be informed of the reason as soon as possible and the Entry Fees paid returned. The decision of the OA to reject an entry shall be final. In the event of rejection, payment shall be limited to the return of the Entry Fees paid.

## 8. CLASSES

- 8.1 Classes shall be determined by IRC Ratings on or as soon as possible after the certificate due date.
- 8.2 If there are five or more entries of the same Open or One Design Class the OA shall offer a separate class All Skippers entering an Open or One Design class shall possess a current class certificate, a copy of which shall be submitted to the OA not later than the required date for certification submission.
- 8.3 There may be a separate 'non-rated' (unrated) class where entrants can compete for line honours and elapsed time records based on LOA (length overall)

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## 9. ENTRY FEES

Net payments required on time and before 26<sup>th</sup> March 2026

ALL Entries include a Years membership to the RWYC.

Length Overall	Intent to enter	Entry Fee (Incl booking fee)
35 - 39 feet	£1000	£8250
40 - 44 feet	£1000	£8500
45 - 49 feet	£1000	£8750
50 - 54 feet	£1000	£9250
55 - 60 feet	£1000	£9750

- 9.1 5% discount from full figure for early entry – MUST BE PAID BY 26<sup>th</sup> November 2025 – late payment will default account to Net payments above.
- 9.2 net fees above – MUST BE PAID in full BY 26<sup>th</sup> March 2026, or it is forfeited, and late payment fees will be paid at a 10% premium on or before 26<sup>th</sup> June 2026.
- 9.3 Any entry fees overdue after 26<sup>th</sup> June may not be accepted and any prior payments may be forfeited.

## 10. ACCEPTANCE CERTIFICATES

10.1 Acceptance Certificates will be issued by 1<sup>st</sup> September 2026 to Skippers who have satisfied/completed the following requirements:

- a. Entry Form
- b. Entry Fee including additional fees if applicable is paid
- c. Qualifying Evidence
- d. Third Party Liability Insurance
- e. Declaration of compliance with WS OSR Category 0 plus any authorized exemptions (Notice of Event 4.4)
- f. Current IRC / IMOCA / Class Certificate as appropriate
- g. List of sources of weather information (Notice of Event 14.4)
- h. Satellite Communications contact number (Satcom/Iridium) and test call
- i. Approved Offshore Personal Survival Training Certificate
- j. National authority approved First Aid Certificate
- k. Life-raft Certificate – APPENDIX 1
- l. EPIRB (406) Registration Certificate along with PLB information
- m. VHF Ship Radio Licence
- n. Evidence of Structural (Keel and Rudder) Inspection as specified in OSR 3.02, and Appendix L carried out by a qualified person.
- o. Coastguard Offshore Race Information Form (completed by OA)
- p. Customs Form C1331. Pleasure craft on non-EU voyages - leaving the UK
- q. Star Link information
- r. Tracker contract form
- s. Financial penalties if applicable

10.2 If an acceptance certificate is not issued in accordance with Notice of Event 10.1 the Skipper shall not be allowed to start, and his/her Entry Fee shall be forfeit.

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## **11. PENALTIES / ALLOWANCES**

- 11.1 Financial penalties may be applied by the OA for failure to comply with Notice of Event 12.4.
- 11.2 Time penalties may be applied.
- 11.3 Time allowances may be awarded.

## **12. NUMBERING AND SAIL MARKING**

- 12.1 The boat's existing sail number shall be used and displayed throughout the Race. No other number may be displayed. Numbers are to be a minimum height of 12 inches or 1/40th of the boat's overall length, whichever is the larger. The number shall be on both sides of the mainsail, overlapping headsails, the topsides port and starboard, and the deck or cabin top.
- 12.2 Where two boats entered in the Race have the same sail number, the OA will issue one of them with an alternative number.
- 12.3 Numbers on the hull shall either be painted on or applied using an approved semi-permanent system which will not be removed by the action of the sea.
- 12.4 All boats may be issued with Race Flags on arrival in Plymouth. These flags shall be flown at all times whilst the boat is in Plymouth, at the start, at the finish and in Newport. Failure to display Race flags may incur a financial penalty.

## **13. RADIOS, COMMUNICATIONS & TRACKER SYSTEMS**

- 13.1 Skippers shall fit the satellite tracker provided by the OA. The OA shall claim payment from the competitor for the cost of the tracker if it is not returned at the end of/retirement from the Race.
- 13.2 Skippers shall have a satellite communication system that allows two-way voice and text communication throughout the duration of the race. This to include Star Link for transmitting video.
- 13.3 All types of radio, radar and electronic aids to navigation are permitted in all classes.
- 13.4 SOCIAL MEDIA updates shall be supplied to the RWYC by all competitors on each day of their race by a form of media to be advised nearer the time.

## **14. OUTSIDE HELP**

- 14.1 During the race no boat shall have material contact with another boat.
- 14.2 A boat may anchor, moor or secure to a land-based structure. Persons other than the Skipper may board and stores and/or equipment may be embarked to effect repairs.  
If outside help is accepted the OA shall be informed immediately when the boat has stopped racing and before the boat resumes racing.  
A time penalty will be imposed by the OA if it considers a boat that has received outside help has gained a racing advantage.
- 14.3 Medical assistance by any form is allowed. The OA shall be informed immediately.
- 14.4 A Skipper may use any source of weather information that is publicly available including services that require payment. Individual weather routing is not permitted. Skippers will be required to list the sources of weather information they intend to use (Notice of Event 10.1g). No other sources are permitted unless provided by the OA.

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## 15. PRIZES and Mementoes

15.1 Prizes will be awarded in each Class on the following scale:

No of starters in each class:	3	4-6	7-11	12+
No of prizes:	1	2	3	4

15.2 A memento will be presented to each boat.

15.3 Additional prizes may be awarded by Race Sponsors.

15.4 The Line Honours Skipper shall attend the Annual Prize giving in Plymouth.

15.5 Prizes will be awarded at the RWYC in Autumn 2027.

15.6 A prize shall be awarded to the person who provides the best social media content throughout the race

## 16. RISK STATEMENT

16.1 Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Whilst this is a Challenge in the true sense of the word, Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team, patrol boats if any, and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- g) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.

## 17. DISCLAIMER OF LIABILITY

17.1 Notwithstanding any other rule and condition, the OA, Race Committee and Race Sponsors, if applicable, jointly and severally are providing this event on the understanding that they or their representatives bear no responsibility for any loss, damage, injury, or inconvenience to boats or persons howsoever arising directly or indirectly from their rules, policy, or rulings before or during the event or related activities.

17.2 By participating in the event each skipper/ Co - Shipper agrees to release the OA, Race Committee and Race Sponsors from and against all claims, damages, costs, torts, suits at law or in equity or otherwise, arising out of or in any way relating to the event. This release shall be binding upon each entrant and their heirs, beneficiaries, representatives, and estates of each entrant.

## 18. APPLICABLE LAW

18.1 These Rules shall be interpreted in accordance with the Laws of England and the OA submit, or will submit, themselves only to the jurisdiction of the Courts of England as may be necessary to permit the resolution of legal actions with regard to these Rules, the conduct and organisation of the Race.

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## 19. MEDIA RIGHTS

19.1 Competitors automatically grant to the OA and any party to which it may delegate this right, without payment the right in perpetuity to make, use and show (including via the internet), any motion pictures, live, taped or filmed television or any other form of media, of or relating to the event.

## 20. RACE CORRESPONDENCE

20.1 Event Websites:

The WorldSTAR <https://rwyg.org/worldstar/>

20.2 Competitors correspondence email address: [rcoceanic@rwyg.com](mailto:rcoceanic@rwyg.com)

20.3 Event Facebook pages

[WorldSTAR fan page](#)

[WorldSTAR COMPETITORS and those interested](#)

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## Appendix 1 Life Rafts

1. Life rafts shall not be movable and shall be sealed in place.
2. The life rafts shall be:
  - a. One US Coastguard compliant commercial liferaft. or SOLAS compliant commercial liferaft. **(NB: it should be noted that SOLAS liferafts start at 6 person & USCG commercial liferafts start at 4 person)**
    - i. This liferaft shall be on deck, aft of the companionway hatch(es), and easily launched. The centre of gravity of this liferaft in its container must be forward of point X=0 of the *boat reference*.
    - ii. It shall be packed in a rigid container and shall contain a SOLAS A pack.
    - iii. If it is not possible to have SOLAS A pack in this liferaft, the deficit in equipment between an A pack and B pack may be stowed in a grab bag securely attached with the liferaft, and shall contain water, food and flares for at least 4 people, and shall contain at least the following: 6 litres of water, 2 kg of survival rations, 2 parachute flares, 3 hand flares, 3 floating smoke flares.
    - iv. The end of the liferaft painter shall be permanently securely fastened to a solid attachment point on the boat.
  - b. A liferaft which complies with ISO 9650-1-A, PACK 2 (<24h).
    - i. This liferaft shall be stowed inside the boat
    - ii. It must be able to fit through all watertight bulkhead openings giving access to all possible escape routes out of the boat.

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## Appendix 2 Batteries

- (a) The batteries shall not be moved at sea and shall:
  - (i) be waterproof or gel electrolyte type.
  - (ii) remain attached and in place no matter what the position of the **boat**.
  - (iii) be capable of being sealed in position.
- (b) When an electric starter motor is used to start the main engine, it shall have a separate battery or electrical source with an independent charging system, the primary purpose of which is to start the engine.
- (c) Any system using fissile materials, as well as acid-based batteries, is strictly forbidden on board, be it for the production or storage of energy.
- (d) Batteries shall be of commercial production and shall not be modified.

### Watertight Batteries

- 1. In the case of non-gel batteries:
  - a. Batteries and/or battery bank shall be watertight to at least IPX7 or IPX2 if installed in an immersion-proof container to 1m.
  - b. A watertight container up to 1m, with a ventilation system whose opening is located at a height of more than 1.1m from the waterline is permitted
- 2. Exception for batteries installed before 1 January 2024:
  - a. Batteries and/or battery bank shall:
    - i. Be watertight to at least IPX5 in the case of any other technology than LFP.
    - ii. Or be watertight to at least IPX2 in case of LFP technology battery.
- 3. Lithium Phosphate Batteries
- 4. Lithium Phosphate batteries shall permanently connect to the BMS switchgear. They shall be installed in a safe and suitable manner in accordance with the manufacturer's safety requirements for all aspects of use, including disconnection in the event of:
  - a. Overheating
  - b. Overcurrent
  - c. Low or high voltage limit
    - i. If an external BMS is used, it must be installed in a watertight container that protects against high water jets from all directions.



### **Appendix 3 Water and Water Makers**

1. The skipper is responsible for the quality of the drinking water to be available for the duration of the race
2. A commercially produced reverse osmosis water maker capable of producing a minimum of 6l an hour and can be operated both electrically and manually is mandatory and shall be permanently installed onboard
3. A standby reverse osmosis water maker of the specifications laid out in Appendix 3 point 2 shall be carried onboard
4. A manual reverse osmosis water maker capable of producing 0.9l per hour must be in a grab bag

End

