

<b>Question:</b> Is it obligatory to have a professional certificate of the compass deviation ?
<b>Answer:</b> In accordance with OSR 3.24 you must have a compass deviation card but this does NOT need to be a professional certificate.
<b>Clarification:</b>
<b>Question:</b> Our yacht has only one water tank, but with one electric and one manual pump for delivery. To comply with the requirement for separate water tanks, we are proposing to carry additional drinking water in bottles (about 36 litres - 1.5 litres each based on 12 days passage), .....as the emergency drinking water (OSR 3.21.3). Is this acceptable?
<b>Answer:</b> Drinking Water Tanks: OSR 3.21.1 Requires a divided, permanently installed water system and delivery, so bottled water does not comply. An additional 25 litre water container secured to the boat in a permanent way with a manual pump would meet the requirements. Emergency Drinking Water: 3.21.3 Requires additional water for emergency use in dedicated and sealed container(s)
<b>Question:</b> I have a sea survival qualification that doesn't fully meet Cat 1 requirement. Is it possible to top it up rather than take a full course?
<b>Answer:</b> Yes, but you would need to talk to your training provider, explain what you have and ask if they can provide just the missing criteria and then issue a new certificate. Be aware that the new certificate would only last as long as it's oldest component certificate.
<b>Question:</b> The AZAB NoR Appendix to 1.4 requires a waterproof EPFS: is a smartphone with GPS, in a waterproof case acceptable? The smartphone has been tested and the nav app receives GPS without needing a cellphone signal.
<b>Answer:</b> Yes, we would accept that as long as it's kept in the grab bag in its waterproof case and can be turned on and used without having to remove it from its waterproof case. It does need to be able to find a reliable GPS fix without cellular coverage, which not all smartphones will do.
<b>Question:</b> The required information schedule (Profile) contains items that are not mandatory requirements according to the NoR and OSR. Does this imply that they are mandatory requirements
<b>Answer:</b> No. Unless something is specified in the NoR and OSR it need not be carried. (Where a non-specified item is onboard and could be activated, such as a PLB, it is useful for the information to be recorded, but this does not imply it is a requirement)
<b>Question:</b> I have jackstays on each side of the cabin roof, to better prevent falling overboard than jackstays on the side decks. For the same reason, I have one jackstay midships on the foredeck. However, OSR 4.04.1 a) speaks of "jackstays which are independent on the side of the deck". Are my jackstays acceptable?
<b>Answer:</b> Your Jackstay arrangement is acceptable, however, a double line safety harness is required to ensure you are always attached to the boat when transferring between jackstays or a jackstay and a hard point.
<b>Question:</b> OSA 4.02.1 requires a 1 m <sup>2</sup> solid area of highly-visible pink, orange or yellow capable of being displayed on the coachroof and/or deck. Does this need to be displayed at the same time that my Orange Trisail is set or may the Trisail be used on coachroof or deck?
<b>Answer:</b> Yes, it is acceptable to use the trysail/storm jib lashed to the foredeck or coach roof as this is for search and rescue purposes when sailing bare poled.
<b>Question:</b> OSR 4.26.2 d Lays out the requirement for a Trysail. My boat is a ketch, and her storm sailplan is storm jib and mizzen with two reefs, giving a balanced boat. Is this an acceptable alternative to a trysail on the main mast which would result in an unbalanced boat?
<b>Answer:</b> This is acceptable. It would not be possible to rig a trisail independently of the mizzen boom. An unbalanced storm sailplan may be dangerous.

<b>Question:</b>	The number of Pyrotechnics to meet the requirement for OSR Cat 1 is open to misinterpretation, especially as some flares are permitted to be carried in the grab bag. I think the combined requirement is: 4.20.2 d)x 6 red hand flares (3 may be in grab bag), 4.20.2 d)xi 2 red para flares (1 may be in grab bag) and 4.23.1 4 red hand flares; 2 orange smoke flares. I am assuming therefore that to meet the minimum requirements, I need: 10 red hand flares (min. 3 in liferaft), 2 red para flares (min. 1 in liferaft) and 2 orange smoke flares. Please will you confirm.
<b>Answer:</b>	Your interpretation of the OSR is correct, 10 red hand flares - min 3 in life raft, 3 in grab bag and 4 stowed in the boat. 2 red para flares - min 1 in life raft, 1 in grab bag and 2 orange smokes stowed on the boat.
<b>Question:</b>	The OSR calls for 2 fire extinguishers, each with 2kg dry powder or equivalent. Our yacht is fitted with 5 x 1kg extinguishers, 2 of which are automatic and fitted within the engine box and generator space respectively. Is this level of provision acceptable?
<b>Answer:</b>	As the minimum requirement is exceeded, this arrangement is compliant with the regulations.
<b>Question:</b>	In the OSR rules I read: "4.20.1 a)... Liferafts ....must comply with: MoMu1,2 - iv ORC liferafts manufactured before 2003 until replacement is due at end of service life." Two years ago, I invested in a brand-new Ocean Safety ORC Liferaft, manufactured in 2016. I can pack whatever needed in a grab-bag but would prefer not to invest in a second liferaft. Is this acceptable?
<b>Answer:</b>	ORC life rafts are not acceptable. It all stems from some issues that were encountered in a Sydney Hobart Race some years ago and authorities have been trying to phase them out for some years. You may find it more cost effective to hire a compliant raft for the race.
<b>Question:</b>	We took part in the last AZAB, and have competed in various different races in different boats, both crewed and double handed in the last 12 months including double handed passages in the 2018 Round Britain and Ireland Race. We plan to charter a more competitive boat for the 2019 AZAB and will complete crewed training. Will we still need to complete a qualifying passage on the boat we will be using?
<b>Answer:</b>	Whilst we note that you are both very experienced yachtsmen, your previous 2 handed passages were all completed in a very different boat to the one you will be entering in. This will also be a charter boat and so you will have less time to familiarise yourselves with double handing her after your crewed training session before the start. Due to this we would still require a passage that complies with the NOR requirement to be completed.
<b>Question:</b>	Does the Triangle race in June 2018 on the entered boat with the same crew count as qualification? The Torquay to Ireland leg was over 300 and Ireland to France over 300 miles. My crew may do just one AZAB leg. I have two others in reserve for the other leg, otherwise, I'll do it solo.
<b>Answer:</b>	Yes, you can use one of your Triangle race legs as a qualifying passage for your boat, crew and yourself. If you were to change crew or go single handed on the other leg you would then need another passage that complies with the NoR with either, your crew for that leg or single handed dependent on your decision.
<b>Question:</b>	Reserve navigation Lights (3.27.3). Our yacht's primary navigation lights are a tricolour at the masthead. Separately we have bow and stern lights on the pulpit and pushpit respectively, supplied through a separate switch unit. Would you confirm that the pulpit/pushpit mounted level lights can count as the reserve?
<b>Answer:</b>	OSR requires the spare navigation lights to be powered independently of the yachts main power supply. Battery operated lights can be used.
<b>Question:</b>	Our AIS aerial is a Vtronix Heliflex stub antenna mounted on the pushpit. During an ocean trip I have been confident ships could see me (a couple of them called me up at a range of over 5 miles; I could them out to 20 - 30 miles). Therefore, before we change aerial (and mount on pole), we are wondering whether we could have a concession for the current AIS aerial arrangement.
<b>Answer:</b>	AIS aerial. The OSR must be met and we cannot give concessions for this.

**Question:** The boat I am using for the AZAB has a storm jib that is virtually unused..... made for the boat in approximately 2000. The OSR Category 1 requires that storm sails purchased after 2013 shall have a highly visible colour (e.g. dayglo pink, orange or yellow). The sail that I have is purple, but I am assuming that, as it was made prior to 2013, it will still be acceptable. Can you confirm that my assumption is correct please?

**Answer:** If the storm sail is pre-2013 then it does not have to be a dayglo colour. It may be any colour including white. The material must still comply.

**Question:** Will the OA accept STCW Sea Survival training to comply with OSR Category 1?

**Answer:** The OA will NOT accept STCW 95 Sea Survival training. As per the advice of World Sailing, the STCW course is a commercial ship qualification and therefore does not contain sailing related items and recreational safety equipment. The OA will only accept an RYA/World Sailing approved Offshore Safety Course.

**Question:** Will the OA accept a STCW First Aid certificate to comply with OSR Category 1?

**Answer:** The OA will accept STCW 95 First Aid Training complying with A-VI/1-3 Elementary First Aid or higher STCW or an RYA First Aid Course.

**Question:** Is Iridium Go acceptable to comply with the AZAB NoR and OSR category 1 to meet the satellite phone requirements?

**Answer:** The AZAB technical Committee has considered the technical specifications of the Iridium Go system and consulted with the RORC and has concluded that the system does NOT meet the requirements stated in OSR 2018/19 3.29.03 b: 'One hand held satellite telephone, watertight or with waterproof cover and internal battery'.