

**AUSTRALIAN SAILING**  
Amendment to the Special Regulations

Issued on 18 November 2021  
Effective from 18 November 2021

**PART 1, SECTION 3 FIXED EQUIPMENT**

**Regulations 3.12.1 to 3.12.5**

Delete the text that has been ~~struck-out~~ and insert the text that has been underlined.

**3.12 PULPITS, STANCHIONS, LIFELINES**

- |                      |   |                                     |
|----------------------|---|-------------------------------------|
| <b><u>3.12.1</u></b> | <u>The perimeter of the deck surrounded by system of lifelines and pulpits as follows:</u>  | <u>1</u> <u>2</u> <u>3</u> <u>4</u> |
| <b><u>(a)</u></b>    | <u>Continuous lifelines fixed only at (or near) the bow and stern. However a gate on each side of a boat is permitted. Except at its end fittings and at gates, the movement of a lifeline in a fore-and-aft direction shall not be constrained. Temporary sleeving shall not modify tension in the lifeline.</u> |                                     |
| <b><u>(b)</u></b>    | <u>Minimum heights of lifelines and pulpit rails above the working deck and vertical openings:</u>  | <u>1</u> <u>2</u> <u>3</u> <u>4</u> |
|                      | i. <u>upper: 600 mm (24")</u>   |                                     |
|                      | ii. <u>intermediate: 230 mm (9")</u>  |                                     |
|                      | iii. <u>vertical opening: no greater than 380 mm (15") except that on a boat with a Primary Launch before 1993 where it shall be no greater than 560 mm (22")</u>   |                                     |
|                      | iv. <u>a boat less than 8.5 m (28') LH may use a single lifeline system with a height between 450 mm (18") and 560 mm (22")</u>   | <u>3</u> <u>4</u>                   |
| <b><u>(c)</u></b>    | <u>Lifelines permanently supported at intervals of not more than 2.2 m (7'-2 1/2") and shall not pass outboard of supporting stanchions.</u>  | <u>1</u> <u>2</u> <u>3</u> <u>4</u> |
| <b><u>(d)</u></b>    | <u>Pulpit and stanchion bases permanently installed with pulpits and stanchions mechanically retained in their bases.</u>   | <u>1</u> <u>2</u> <u>3</u> <u>4</u> |
| <b><u>(e)</u></b>    | <u>The outside of pulpit and stanchion base tubes no further inboard from the edge of the working deck than 5% of maximum beam or 150 mm (6"), whichever is greater, nor further outboard than the edge of the working deck.</u>  | <u>1</u> <u>2</u> <u>3</u> <u>4</u> |
| <b><u>(f)</u></b>    | <u>Stanchions straight and vertical except that:</u>  | <u>1</u> <u>2</u> <u>3</u> <u>4</u> |
|                      | i. <u>Within the first 50 mm (2") from the deck, stanchions shall not be displaced horizontally from the point at which they emerge from the deck or stanchion base</u>   |                                     |

by more than 10 mm (3/8")

- ii. Stanchions may be angled to not more than 10° from vertical at any point above 50 mm (2") from the deck

**(g)** A bow pulpit may be open provided the opening between the pulpit and any part of the boat does not exceed 360 mm (14")

1 2 3 4

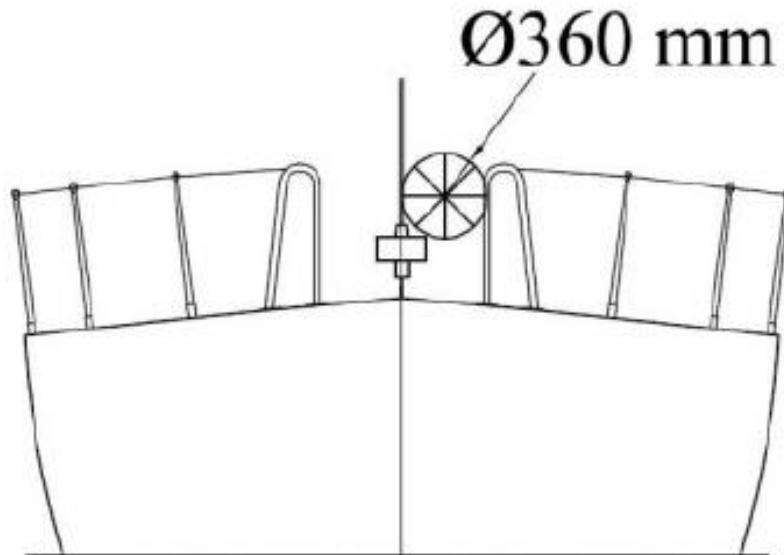


Diagram Showing Bow Pulpit Opening

**(h)** Lifelines may terminate at or pass through adequately braced stanchions set inside and overlapping the bow pulpit.

1 2 3 4

**(i)** When a deflecting force of 4 kg (8.8 lb) is applied to a lifeline at the mid-point of the longest span between supports that are aft of the mast, the deflection shall not exceed:

1 2 3 4

- i. 50 mm (2") for an upper or single lifeline
- ii. 120 mm (4 3/4") for an intermediate lifeline

### **3.12.2** Special Requirements for Pulpits, Stanchions, Lifelines on Multihulls.

**(a)** When on a boat it is impractical to precisely follow the Special Regulations regarding pulpits, stanchions, lifelines, the regulations for monohulls shall be followed as closely as possible.

1 2 3 4

**(b)** Where lifelines are not fitted to a multihull at all, or when on areas of deck that are not protected by an effective lifeline system, crew shall be required to wear a harness and be attached to the boat between the hours of sunset and sunrise.

1 2 3

**(c)** Where lifelines are not fitted to a multihull at all, or when on areas of deck that are not protected by an effective lifeline system, crew are strongly recommended to wear a harness

1 2 3

and be attached to the boat at times such as, but not limited to:

- i. When alone on deck
- ii. When the true wind speed is 25 knots or above
- iii. When visibility is less than 1 nautical mile

**3.12.3** [Spare number](#)

**3.12.4** [Spare number](#)

**3.12.5** [Spare number](#)

**3.12** ~~Boats shall be equipped with a system of lifelines and/or guardrails designed to form an effectively continuous barrier around a working deck and complying with the requirements of this section with the aim of minimising the risk of people falling overboard.~~

**3.12.1** ~~When the particular design of a multihull makes it impractical to precisely follow Special Regulations regarding pulpits, stanchions and lifelines, the regulations for monohulls shall be followed as closely as possible with the aim of minimising the risk of people falling overboard.~~

**(a)** ~~Where lifelines are not fitted to a multihull at all, or when on areas of deck that are not protected by an effective lifeline system, crew shall be required to wear a harness and be attached to the boat between the hours of sunset and sunrise.~~

**(b)** ~~Where lifelines are not fitted to a multihull at all, or when on areas of deck that are not protected by an effective lifeline system, crew are strongly recommended to wear a harness and be attached to the boat at times such as, but not limited to:~~

- ~~(i) When alone on deck~~
- ~~(ii) When the true wind speed is 25 knots or above~~
- ~~(iii) When visibility is less than 1 nautical mile~~

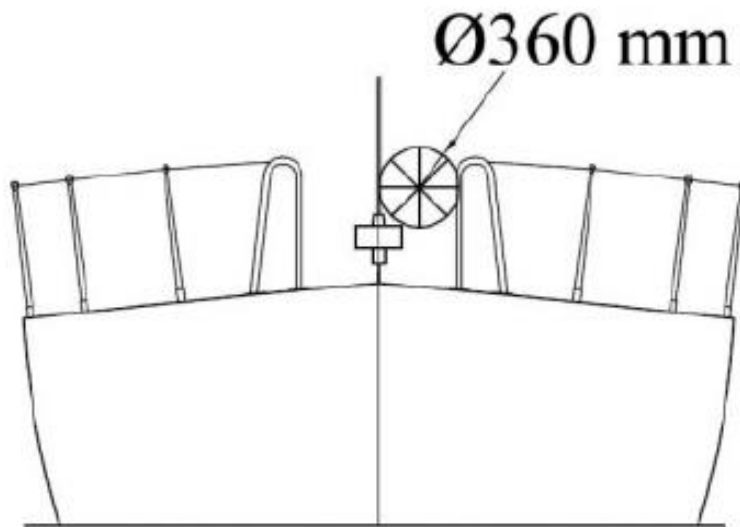
**3.12.2** ~~As an indication, when a deflecting force of 50 N is applied to a lifeline midway between supports, the lifeline should not deflect more than 50 mm.~~

**3.12.3** The following shall be provided:

**(a)** ~~A bow pulpit with vertical height and openings essentially conforming to 3.12.5 and~~

- ~~(i) A closed pulpit shall be forward of the forestay.~~
- ~~(ii) The forward gap in an open pulpit shall not exceed 360 mm, or~~

- (iii) ~~A bow pulpit may be open provided the opening between the pulpit and any part of the boat does not exceed 360 mm.~~



- (iv) ~~May be a post pulpit providing adequate termination for the lifelines. Attention is drawn to ISO 15085.~~
- (b) ~~A stern pulpit or lifelines arranged as an adequate substitute, with vertical openings conforming to 3.12.5. Upper rails of pulpits shall be at no less height above the working deck or cockpit floor than upper lifelines, which height shall be essentially the same above the waterline as is that of the upper lifeline abreast the forward part of the cockpit with the aim of minimising the risk of people falling overboard.~~ 1 2 3 4
- (c) ~~Lifelines (guardlines) supported on stanchions, which, with pulpits, shall form an effectively continuous barrier around a working deck with the aim of minimising the risk of people falling overboard. Lifelines shall be permanently supported at intervals of not more than 2.20 m and shall not pass outboard of supporting stanchions.~~ 1 2 3 4
- (d) ~~Upper rails of pulpits shall be at no less height above the working deck than the upper lifelines as in 3.12.5.~~ 1 2 3 4 5
- (e) ~~Openable upper rails in bow pulpits shall be secured shut whilst racing.~~ 1 2 3 4 5
- (f) ~~Pulpits and stanchions shall be permanently installed. When there are sockets or studs, these shall be through-bolted, bonded or welded. The pulpit(s) and/or stanchions fitted to these shall be mechanically retained without the help of the lifelines. Without sockets or studs, pulpits and/or stanchions~~ 1 2 3 4 5

	<del>shall be through-bolted, bonded or welded.</del>	
<del>(g)</del>	<del>The bases of pulpits and stanchions shall not be further inboard from the edge of the appropriate working deck than 5% of maximum beam or 150 mm, whichever is greater.</del>	<del>1 2 3 4 5</del>
<del>(h)</del>	<del>Stanchion bases shall not be situated outboard of a working deck. For the purpose of this rule a stanchion or pulpit base shall be taken to include a sleeve or socket into which a stanchion or pulpit tube is fitted but shall exclude a baseplate which carries fixings into the deck or hull.</del>	<del>1 2 3 4 5</del>
<del>(i)</del>	<del>Provided the complete lifeline enclosure is supported by stanchions and pulpit bases effectively within the working deck, lifeline terminals and support struts may be fixed to a hull aft of the working deck.</del>	<del>1 2 3 4 5</del>
<del>(j)</del>	<del>Lifelines need not be fixed to a bow pulpit if they terminate at, or pass through, adequately braced stanchions set inside and overlapping the bow pulpit, provided that the gap between the upper lifeline and the bow pulpit does not exceed 150 mm.</del>	<del>1 2 3 4 5</del>
<del>(k)</del>	<del>Stanchions shall be straight and vertical except that:</del>	<del>1 2 3 4 5</del>
	<del>(i) Within the first 50 mm from the deck, stanchions shall not be displaced horizontally from the point at which they emerge from the deck or stanchion base by more than 10 mm, and</del>	
	<del>(ii) Stanchions may be angled to not more than 10 degrees from vertical at any point above 50 mm from the deck.</del>	
<b>3.12.4</b>	<b><del>Special requirements for pulpits, stanchions and lifelines on multihulls</del></b>	<b><del>1 2 3 4</del></b>
<del>(a)</del>	<del>On a trimaran a bow pulpit on the main hull, with lifelines around the main hull supported on stanchions. The lifelines may be interrupted where there are nets or crossbeam wings outboard of the main hull.</del>	
<del>(b)</del>	<del>On a trimaran where a net joins the base of a bow pulpit on the main hull, an additional lifeline from the top of the pulpit to the forward crossbeam at or outboard of the crossbeam mid-point.</del>	
<del>(c)</del>	<del>On a trimaran at a main or emergency steering position on an outrigger with or without a cockpit, lifelines protecting an arc of 3.0 m diameter centred on the steering position (When measuring between lifelines their taut, undeflected positions shall be taken for this purpose).</del>	
<del>(d)</del>	<del>On a catamaran lifelines from bow to stern on each hull. A</del>	

~~catamaran without a forward or aft crossbeam shall have transverse lifelines at the extremity of the net forward and aft. The transverse lifelines shall be attached to bow and stern pulpits or superstructure. A webbing, strop or rope (minimum diameter 6 mm) shall be rove zig-zag between the transverse lifelines and the net.~~

<b>3.12.5</b>	<b>Lifeline height, vertical openings, number of lifelines</b>	
<b>LH</b>	<b>Minimum Requirements</b>	
Under 8.5 m	<del>Taut double lifelines with the upper lifeline not less than 450 mm above the working deck.</del>	<del>1 2 3 4</del>
8.5 m and over	<del>Taut double lifelines with the upper lifeline not less than 600 mm above the working deck.</del>	<del>1 2 3 4</del>
All	<del>Intermediate lifeline(s) shall be fitted so that no vertical opening exceeds 380 mm.</del>	<del>1 2 3 4</del>
All	<del>The intermediate lifeline shall be not less than 230 mm above the working deck.</del>	<del>1 2 3 4</del>