

## MINUTES - OFFSHORE SPECIAL REGULATIONS SUB-COMMITTEE



Met at 0930 – 1630 hours on Monday 5th November 2007 at the Vila Gale Estoril Hotel, Av. Marginal Apartado 49, 2766 - 901 Estoril, Portugal

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#### Present:

Patrick LINDQVIST (FIN) – Chairman  
Jean Bertrand MOTHES-MASSE (FRA)  
- Vice Chairman  
Günter AHLERS (GER)  
Will APOLD (CAN)

Bruce EISSNER (USA)  
Giovanni IANNUCCI (ITA)  
Ken KERSHAW (GBR)  
Abraham ROSEMBERG (BRA)

#### Others Present:

Alan Green  
(Chairman of ISAF Int. Regulation Commission)  
Simon Forbes (ISAF Technical Manager)  
Sten Edholm (ORC Representative)

Philip Tolhurst (part of meeting)  
(Chairman of the Offshore Committee)  
Henry Thorpe (ISAF Technical Co-ordinator)

*Refer to the ISAF Council minutes of 8-10 November 2007 for the final Council decision on all recommendations not contained the prefix SR within these minutes. In regard to submission with the prefix SR these minutes include the opinions of the **Offshore Committee** held on the 7<sup>th</sup> November 2007 who on behalf of council approve changes to the offshore special regulations (OSR's).*

*Details of submissions and supporting papers on this agenda can be found at [www.sailing.org/meetings](http://www.sailing.org/meetings)*

Before proceeding to the business of the meeting the Chairman noted that Minoru Tomita had resigned and he was thanked for his past work.

## **1. MINUTES OF PREVIOUS MEETING**

### (a) Minutes

The minutes of the Special Regulations Sub-Committee Meeting of 6th November 2006 (circulated and approved after the meeting) were signed with no further comment.

## **2. OFFSHORE SPECIAL REGULATIONS**

In accordance with ISAF Regulation 15.17.6(c) the Offshore Committee is responsible for approving the Special Regulations Decision and the submissions are numbered "SR"

## **OFFSHORE SPECIAL REGULATIONS SUB-COMMITTEE (CONT).**

### **Personal Equipment - Lifejacket and Harness**

(a) **OSR 5.01 – Mandatory Crotch Straps for Lifejackets**

Submission SR01-07 was received from the Norwegian Sailing Federation  
Recommendation to the Offshore Committee: Reject in favour of SR02-07  
Offshore Committee: Reject (Did not consider)

(b) **OSR 5.01.2 – 150N ISO Compliant Inflatable Lifejackets**

Submission SR02-07 was received from the Royal Yachting Association  
Bruce Eissner felt that there were no lifejackets with crotch straps on the U.S. market and that it would not be enforced in the U.S. On a proposal by Bruce Eissner, seconded by Will Apold the submission was approved.  
Recommendation to the Offshore Committee: Approve  
Offshore Committee Decision: Approved

(c) **OSR 5.02 – Mandatory Crotch Straps for Safety Harnesses**

Submission SR03-07 was received from the Norwegian Sailing Federation.  
Ken Kershaw noted that crotch straps on safety harnesses would need to be significantly stronger than those already approved for SR-02 lifejackets and would need to comply with ISO 12401. Gunter Ahlers felt that the Special Regulations should give a clear description of what was wanted. A discussion on availability of ISO standards followed with a proposal that the OSR should summarise the details of the relevant ISO standard to assist users.  
On a proposal by Bruce Eissner, seconded by Ken Kershaw the submission was rejected.  
Recommendation to the Offshore Committee: Reject  
Offshore Committee Decision: Defer to next meeting

(d) **OSR 5.02 – Safety Harness and Safety Lines**

Submission SR04-07 was received from US Sailing  
On a proposal by Bruce Eissner, seconded by Ken Kershaw the submission was approved.  
Recommendation to the Offshore Committee: Approve  
Offshore Committee Decision: Approved

### **Training**

(e) **OSR 4.08 – First Aid Training Requirements**

Submission SR05-07 was received on behalf of the working party by the Chairman of the Offshore Committee and Yachting Australia  
James Stevens (RYA) as an observer noted that proposals 05 and 06 would make training take longer and be more expensive.  
On a proposal by Bruce Eissner seconded by Will Apold the submission was approved.  
Recommendation to the Offshore Committee: Approve  
Offshore Committee Decision: Approved

(f) **OSR 6.03.3 – Training CPR**

Submission SR06-07 was received on behalf of the working party by the Chairman of the Offshore Committee and Yachting Australia  
On a proposal by Bruce Eissner seconded by Will Apold the submission was

## **OFFSHORE SPECIAL REGULATIONS SUB-COMMITTEE (CONT).**

approved.

Recommendation to the Offshore Committee: Approve

Offshore Committee Decision: Approved

(g) OSR 6.05 – First Aid Training

Submission SR07-07 was received from the Chairman of the Offshore Committee

On a proposal by Bruce Eissner the proposal was rejected as it needs further work on it.

Recommendation to the Offshore Committee: Reject

Offshore Committee Decision: Reject (Did not consider)

(h) OSR 6.01 – Percentage of Crew Requiring Training for MoMu1 and 2

Submission SR08-07 was received from the Chairman of the Offshore Committee

Giovanni Iannucci felt that it was illogical that Category 1 and Category 2 have the same requirements. Sten Edholm and Niel Nordenstrom supported training for both crew in Category 3 races. Bruce Eissner noted that the purpose was to establish a minimum requirement. Others were concerned that the requirements kept changing.

On a proposal by Bruce Eissner seconded by Sten Edholm the submission was approved.

Recommendation to the Offshore Committee: Approve with the following amendment retain in 6.01.1 "not less than two members" and "change" less to "fewer"

Offshore Committee Decision: Approved with the SRSC amendment

### Navigation / Electronic Equipment

(i) OSR 3.29 – Class B, A.I.S. Transponder

Submission SR09-07 was received from the Royal Yachting Association. Bruce Eissner felt that there were only two Class B, A.I.S. manufacturers in China and one re-packager of a Chinese brand currently on the market. He also noted that they cost euro 500-800 installed and may or may not require a separate dedicated VHF aerial and are approved for use in very few countries and not in the U.S.

Sten Edholm reported that there was a Swedish unit which costs euro 350 including the antenna of which 100 units have already been sold that needs to be interfaced with a chart plotter or computer. Giovanni Iannucci recommended that the submission be delayed. Ken Kershaw felt that ISAF by adopting the submission would send a message to manufacturers and regulatory authorities to place products on the market. Tony Mooney (YA) as an observer felt that it was a sailing area issue rather than an OSR Category problem. Alan Green proposed that the text be amended to ensure that carriage of Class A devices would satisfy the regulation, and highlighted the IEC 62287 standard.

On a proposal by Bruce Eissner seconded by Will Apold it was recommended to defer the submission.

Recommendation to the Offshore Committee: Defer

Offshore Committee Decision: Defer

## **OFFSHORE SPECIAL REGULATIONS SUB-COMMITTEE (CONT).**

(j) OSR 3.29 – A.I.S

Submission SR10-07 was received from the Chairman of Offshore Committee.

Sten Edholm noted that the UK Marine Accident Investigation Branch(MAIB) report on loss of the yacht 'Ouzo' appeared to imply that passive radar reflectors are useless. It was agreed to appoint a working party of Abe Rosemberg, Sten Edholm, and Bruce Eissner to review the issue of AIS and the ISO work on passive radar reflectors. It was also suggested that advice be sought from Patrick Bergmans as Chairman of an ISAF technology working party.

Recommendation to the Offshore Committee: Reject

Offshore Committee Decision: Reject

(k) OSR 3.29.1(e) – Handheld VHF Radios for All Categories

Submission SR11-07 was received from the Royal Yachting Association  
Sten Edholm noted that practical rescue experience had shown a major advantage in being able to communicate from the cockpit via VHF with a rescue helicopter.

On a proposal by Bruce Eissner seconded by Ken Kershaw the submission was approved.

Recommendation to the Offshore Committee: Approve also correct (d) to "Mo0 Mu0"

Offshore Committee Decision: Approve with the SRSC amendment

(l) OSR 4.28 – Man Overboard Alarms

Submission SR12-07 was received from US Sailing

Recommendation to the Offshore Committee: Approve

Offshore Committee Decision: Approved

### **Flares and Grab Bags**

(m) OSR 4.21.3(w) – Grab Bag Content

Submission SR13-07 was received from US Sailing

Alan Green requested that it was minuted that the assertion in the submission reason that 'prescribing white flares conflicts with COLREGS' is not correct.

Ken Kershaw and Tony Mooney (as an observer) supported the continued use of white flares where appropriate.

On a proposal by Bruce Eissner and a vote of 7 in favour and 1 against the submission was approved.

Recommendation to the Offshore Committee: Approve

Offshore Committee Decision: Approved

(n) OSR 4.23 – Pyrotechnics and Lights (White Flares)

Submission SR14-07 was received from US Sailing

It was noted that the OSR have various references to torch/flashlight/spotlight and searchlight and it would be helpful to standardize wording and define by watts or candela.

On a vote of 7 in favour and 1 against the submission was approved.

Recommendation to the Offshore Committee: Approve

Offshore Committee Decision: Approved

## **OFFSHORE SPECIAL REGULATIONS SUB-COMMITTEE (CONT).**

### **General**

#### **(o) OSR 3.20.1 – Cooking Facilities**

Submission SR04-06 from US Sailing was reviewed. Sten Edholm noted that 250g was a standard size in Sweden. After discussion regarding the term LPG and other types of fuel the submission was withdrawn by Bruce Eissner for further consideration. Abe Rosenberg questioned whether there should be a requirement that the ISAF Ladies Cook Book should be aboard.

#### **(p) OSR 4.26.4 – Storm Sails Area Reductions**

Submission SR15-07 was received from the Norwegian Sailing Federation. Nils Nordenstrom spoke to his submission that the current storm sails areas specified are too big for storm conditions. There was a discussion regarding the implementation of a change, noting that for the purpose of grandfathering, existing storm sails might not have a manufacturers or measurement date on them. Tony Mooney as an observer noted that storms sails may be used infrequently and last many years and replacing the storm sails was a burden on the owner. A grandfathering period was discussed ranging from 2 to 10 years.

Mike Urwin as an observer noted that the RORC Technical Committee had conducted a survey five years ago which showed that the size of storm sails was very dependant on the characteristics of the particular yacht. The maxima could be too small. Gunter Ahlers observed that the design of yachts had changed and that heavy displacement boats could be disadvantaged by a reduction in storm sail size. James Dadd noted that the Volvo 70 rule specified a maximum of 42m<sup>2</sup> and a minimum of 36m<sup>2</sup> for the trysail. It was agreed to ask the Norwegian Sailing Federation to seek the views of designers, sailmakers and rating offices on their proposal on the current fleet including heavy displacement boats.

On a proposal by Bruce Eissner, seconded by Ken Kershaw and a vote of 5 to defer, 2 against and 1 abstention the submission was deferred.

Recommendation to the Offshore Committee: Defer

Offshore Committee Decision: Defer

#### **(q) OSR 3.14.6(c) – Lifeline Soft Links – Servicing Requirements**

Submission SR16-07 was received from US Sailing

On a proposal by Bruce Eissner the submission was approved.

Recommendation to the Offshore Committee: Approve

Offshore Committee Decision: Approved

### **Monohull Specific**

#### **(r) OSR 3.14.3 – Pulpits**

Submission SR17-07 was received from the Royal Yachting Association. Concern was expressed that by deleting reference to the headstay there might no longer be a control to stop the pulpit being placed further aft and the possibility of accepting the submission only for category 3 and 4 was mentioned. Ken Kershaw advised that the ISO standard did specify the positioning of the pulpit. Lacking evidence that there is a problem with the ISO standard it was recommended to harmonise with it. On a proposal by Ken

## **OFFSHORE SPECIAL REGULATIONS SUB-COMMITTEE (CONT).**

Kershaw and a vote of 5 in favour, 0 against and 4 abstentions the submission was approved.

Recommendation to the Offshore Committee: Approve

Offshore Committee Decision: Approved (with diagram in accordance with ISO 15085.)

(s) OSR 3.08.2 - Hatch and Companionways

Submission SR18-07 was received from US Sailing

On a recommendation by Bruce Eissner the submission was approved.

Recommendation to the Offshore Committee: Approve

Offshore Committee Decision: Approved

(t) OSR 3.03.1 – Hull Construction

Submission SR19-07 was received from the US Sailing

Ken Kershaw noted that there was also a submission on this subject to be considered under Any Other Business.

Recommendation to the Offshore Committee: Approve

Offshore Committee Decision: Approved

(u) OSR 3.13 – Watertight Bulkheads

Submission SR20-07 was received from the Chairman of the Offshore Committee

Recommendation to the Offshore Committee: Approve

Offshore Committee Decision: Approved

### **Multihull Specific**

(v) OSR 3.05 – Stability and Flotation - Multihulls

To receive deferred submission SR01-06 from the Int. Regs. Commission Chairman

It was noted that there was no standard available to be applied.

Recommendation to the Offshore Committee: Reject

Offshore Committee Decision: Reject (did not consider)

(w) OSR 4.20.3 – Liferaft Package and Stowage

Submission SR21-07 was received from Royal Yachting Association

On a proposal by Bruce Eissner the submission was approved.

Recommendation to the Offshore Committee: Approve

Offshore Committee Decision: Approved

### **Editorial Amendments**

(x) OSR General – Editorial Amendments

Submission SR22-07 was received from the Chairman of Offshore Committee

Recommendation to the Offshore Committee: Approve

Offshore Committee Decision: Approved

## **OFFSHORE SPECIAL REGULATIONS SUB-COMMITTEE (CONT).**

### **3. ISAF GUIDELINES ON SERVICING**

(a) OSR Lifejackets and Fire Extinguisher General Servicing Requirements

Submission SR23-07 was received from Svenska Seglarförbundet (SWE)  
Svenska Seglarförbundet were requested to make a new submission with a specific proposal.

Recommendation to the Offshore Committee: Defer

Offshore Committee Decision: Deferred

### **4. LIFERAFTS**

(a) OSR Servicing and Inspection of Life Rafts built to OSR Appendix A Part II

Submission SR24-07 was received from the Svenska Seglarförbundet (SWE)  
Sten Edholm noted that there were at least three different standards for liferaft servicing. Svenska Seglarförbundet were requested to make a new submission with a specific proposal.

Recommendation to the Offshore Committee: Reject

Offshore Committee Decision: Reject (did not consider)

(b) OSR Servicing and Inspection Guidelines of Life Rafts built to ISO 9650

Submission SR25-07 was received from the Svenska Seglarförbundet (SWE)  
It was noted that ISO 9650 specifies that the servicing intervals are up to manufacturers guidelines. Svenska Seglarförbundet were requested to make a new submission with a specific proposal. Paddy Boyd recommended that a new proposal should take into account liferafts which are rented out and accordingly subjected to greater man-handling. While Will Apold felt that certain issues had to be dealt with on trust and that the regulations should not be made too complicated. Kirk Brown as an observer from the US Marine Industry, offered to assist with proposals.

Recommendation to the Offshore Committee: Reject

Offshore Committee Decision: Reject (did not consider)

(c) SR 4.20.5 – Liferaft Servicing

Submission SR26-07 was received from Royal Yachting Association

Recommendation to the Offshore Committee: Approve

Offshore Committee Decision: Approved

(d) Alan Green gave a verbal report on developments. Noting that since the introduction of the ISO standard and its recognition by ISAF a number of manufacturers had started producing liferafts that are both ISO compliant and contain the options required by the OSR and that he hoped that when the ISO standard was reviewed the industry would take these points on board.

**5. SMALL CRAFT SAFETY RECOMMENDATIONS**

Ken Kershaw gave a verbal report from the working party.

(a) OSR – Category 6

Submission SR27-07 was received from the Chairman of the Equipment Committee

There was a view that the proposal would not be called Category 6 and not be published in the Special Regulations Booklet.

Recommendation to the Offshore Committee: No recommendation as outside terms of reference

Offshore Committee Decision: Approve

**6. INTERPRETATIONS**

Interpretations to the Offshore Special Regulations have been approved by the Chairman of the Special Regulations Sub-Committee and published on the ISAF website. The aim of these submissions is to review the interpretations with the aim of incorporating them into the text of the Special Regulations.

(a) OSR Interpretation 1 - Hatches

Submission SR28-07 was received from the Chairman of the Offshore Committee

Although there was general support for the deletion of interpretations and their incorporation into the text of the special regulations, there was concern that there was a risk of abandoning the interpretation and the risk of hasty incorporation. It was proposed to appoint a working party to review all interpretations

Recommendation to the Offshore Committee: Reject/Defer

Offshore Committee Decision: Defer

(b) OSR Interpretation 2 – Emergency Rudders

Submission SR29-07 was received from the Chairman of the Offshore Committee

Recommendation to the Offshore Committee: Reject

Offshore Committee Decision: Defer

(c) OSR Interpretation 3 - Engines

Submission SR30-07 was received from the Chairman of the Offshore Committee

Recommendation to the Offshore Committee: Reject

Offshore Committee Decision: Defer

(d) OSR Interpretation 4 – Watertight Bulkheads

Submission SR31-07 was received from the Chairman of the Offshore Committee

Recommendation to the Offshore Committee: Reject

Offshore Committee Decision: Defer



## **OFFSHORE SPECIAL REGULATIONS SUB-COMMITTEE (CONT).**

(e) OSR Interpretation 5 - Liferrafts

Submission SR32-07 was received from the Chairman of the Offshore Committee

Recommendation to the Offshore Committee: Reject

Offshore Committee Decision: Defer

(f) OSR Interpretation 6 - Lifelines, Pulpits and Stanchions

Submission SR33-07 was received from the Chairman of the Offshore Committee

Recommendation to the Offshore Committee: Reject

Offshore Committee Decision: Defer

### **7. ISO HARMONISATION**

A number of issues relating to key design features of modern cruiser/racers which comply to the ISO standards but do not meet the OSR. The following submissions were discussed by the consolidating working party held in July.

(a) OSR 3.09.7 – Companionway Sill Heights

Submission SR34-07 was received from the Chairman of the Offshore Committee

On a proposal by Bruce Eissner seconded by Abe Rosenberg the submission was rejected. It was requested that a re-draft be presented with pictures.

Recommendation to the Offshore Committee: Reject

Offshore Committee Decision: Defer

(b) OSR 3.08.2 – Windows in Superstructure

Submission SR35-07 was received from the Chairman of the Offshore Committee

Recommendation to the Offshore Committee: Reject

Offshore Committee Decision: Defer

(c) OSR 3.08.3 – Cockpit Volumes

Submission SR36-07 was received from the Chairman of the Offshore Committee

Recommendation to the Offshore Committee: Reject

Offshore Committee Decision: Defer

### **8. AGE ALLOWANCES**

The following submissions were discussed by the re-drafting working party meeting held in London in July. It was felt that the Offshore Special Regulations could be simplified by the removal of some of the age allowancing.

(a) OSR 3.03 – Hull Construction Removal of Age Allowance

Submission SR37-07 was received from the Chairman of Offshore Committee

Recommendation to the Offshore Committee: Reject

Offshore Committee Decision: Reject

(b) OSR 3.06 – Exits on Monohulls

Submission SR38-07 was received from the Chairman of the Offshore Committee

## **OFFSHORE SPECIAL REGULATIONS SUB-COMMITTEE (CONT).**

Recommendation to the Offshore Committee: Reject  
Offshore Committee Decision: Reject

(c) OSR 3.17 – Removal of Age Allowance on Toe Rails

Submission SR39-07 was received from the Chairman of the Offshore Committee

Recommendation to the Offshore Committee: Reject  
Offshore Committee Decision: Reject

### **9. RE-DRAFTING OF OFFSHORE SPECIAL REGULATIONS**

A paper from the Secretariat was received which noted that the Executive Committee on a proposal from Dave Irish had decided that the Offshore Special Regulations should be reviewed with the aim of making them simpler and easier to understand. Proposals included:

- (i) separating regulations from recommendations.
- (ii) starting regulations with the fundamental purpose in plain language
- (iii) minimising the volume of regulations by the inclusion of only high priority items that significantly enhance safety
- (iv) recognising that it is not the purpose of the regulations to type-form or govern characteristics not directly and significantly related to safety, such as accommodation

It was further noted that a working party had been held in June with the Chairman, Offshore Committee Chairman, Sten Edholm and the Secretariat which resulted in some of the submissions on this agenda and a revised draft layout of the regulations.

Bruce Eissner summarised that the committee had gotten the message: “Re-package”, and the response should be: “Message received”.

The Committee discussed the proposed timescale, Will Apold felt that it could only be met by an aggressive start focusing on the important items. Giovanni Iannucci felt that it would be good to aim for January 2009 and publish every four years as this would align with the Racing Rules timeframe. The issue of an adequate time between finalising the document and it being effective was stressed particularly when translation was required. Tony Mooney as an observer, suggested lessons could be learnt from the re-drafting of the Racing Rules in 1996 which had involved circulating an experimental set of rules for testing. He also supported alignment with the Racing Rules publication date. Alan Green as an observer, suggested that when considering the review an open mind be maintained as ‘re-adjusting the deckchairs’ or making changes would incur cost and many were familiar with the current format. He noted that the option of the status quo can sometimes be the best option.

The Chairman of the Special Regulations Sub-Committee and the Offshore Committee agreed to establish a working group to guide the re-draft, including the possibility of a mid-year meeting of the Sub-Committee.

## **OFFSHORE SPECIAL REGULATIONS SUB-COMMITTEE (CONT).**

### **10. ISAF RACING RULES**

(a) RRS 1.2 – Submission 177-07

The submission was noted from the Chairman of the Equipment Committee regarding RRS 1.2 Life-Saving Equipment and Personal Buoyancy.

Recommendation to the Offshore Committee: Approve

(b) RRS 27.1 – Submission 188-07

The submission was noted from the Chairman of the Equipment Committee regarding RRS 27.1 – Other Race Committee Actions before the Starting Signal.

Recommendation to the Offshore Committee: Approve

(c) RRS 40 – Submission 199-07

The submission from the Chairman of the Equipment Committee was noted regarding RRS 40 – Personal Buoyancy; Harnesses. The committee did not like the use of the term “appropriate category “. On a recommendation by Abe Rosenberg and seconded by Gunter Ahlers the submission was rejected.

Recommendation to the Offshore Committee: Reject

(d) RRS – Submission 217-07

The Submission from the Chairman of the Offshore Committee regarding RRS 78 was noted.

Recommendation to the Offshore Committee: Noted

### **11. ISAF REGULATIONS**

(a) 15.25.2 – Membership of Offshore Special Regulations – Submission 147-07

Submission 147-07 was received from the Chairman of the Offshore Committee – regarding an ORC representative on the SRSC

Recommendation to the Offshore Committee: Approve

### **12. CLASS RULE VARIATION OF OSR**

A supporting paper was received noting the amendments/variations made to the Offshore Special Regulations by IMOCA 60 and Class 40. The Committee felt that it was not good practice to repeat the OSR in the class Rules, but that variations and addition requirements should be studied and reviewed to establish the developing best practice. Jean-Bertrand Mothes-Masse was requested to do a review and make recommendations for submission.

## **OFFSHORE SPECIAL REGULATIONS SUB-COMMITTEE (CONT).**

### **13. TRAINING**

#### **(a) Survey of MNAs**

The results of an MNA survey of offshore training courses was received. It was requested to make it available on the ISAF website and further expand it.

#### **(b) Draft Sample section of training and advisory booklet (Agenda Item (9 a iv)**

Bruce Eissner noted that the current OSR Training documents are a model training course and not a handbook. He felt that there were legitimate national variations and would be leery of it becoming an ISAF scheme. He felt it was unacceptable to have one scheme promulgated worldwide. Will Apold supported this view. Tony Mooney as an observer felt that ISAF should set the basic standards and suggested timeframe for the course and then let each MNAs deliver the course as it sees fit. Sten Edholm felt that the draft sample was a good step forward.

#### **(c) First Aid**

Jean-Bertrand Mothes-Masse highlighted a book showed a CD titled : 'Urgences a Bord - soigner avant le médecin' part of the Voiles et Voiliers Collection Guide Expert Voile by Docteur Jean Yves Chauve. ref : VV091245. The CD has a French and English soundtrack.

### **14. INTERNATIONAL REGULATIONS COMMISSION**

Alan Green gave a verbal report as Chairman of the International Regulations Commission.

### **15. ISAF STRATEGIC PLAN**

#### **(a) Committee Terms of Reference, Skill Sets, Work Plan – 2008-2012**

- (i) The Committee noted that the proposed Committee Terms of Reference and Skill Sets for the Offshore Special Regulations Sub-Committee would be submitted to the Executive Committee for the term of office November 2008 - November 2012.
- (ii) The committee would further consider the four year work plan for the Offshore Special Regulations Sub-Committee for the period November 2008 – November 2012 and make a recommendation to the Executive Committee by 31 March 2008.

### **16. ANY OTHER BUSINESS**

#### **(a) OSR 3.03.- Hull Construction Standards (Scantlings)**

A paper by Ken Kershaw dated 26 October was circulated. It was noted that since the closing date for submissions to this year's Conference the UK Marine Accident Investigation Branch has published its report into the investigation of the keel failure, capsize and loss of one crew member from the Max Fun 35 yacht – 'Hooligan V'. ([www.maib.gov.uk/publications/investigation\\_reports/2007/hooligan\\_v.cfm](http://www.maib.gov.uk/publications/investigation_reports/2007/hooligan_v.cfm)) in view of the findings of the MAIB coupled with a number of other recent

## **OFFSHORE SPECIAL REGULATIONS SUB-COMMITTEE (CONT).**

structural failures including ‘Moquini’ in South Africa, the problems with various Bavaria models, and more recently other production or semi-production and one-off designs that the Royal Yachting Association requested the ISAF Special Regulations Sub-Committee considered the following courses of actions:-

1. Note that ISO 12215 has very recently been published as a Final Draft International Standard.
2. Urgently initiate a review of Special Regulations paragraph 3.03.1 with a view to replacing the current ABS compliance with compliance with ISO 12215 potentially including plan approval.
3. To appoint a working party to undertake this review. The working party to report with proposals to the ISAF Conference November 2008.

A late submission by Yachting Australia dated 30 October was also received which explained that in recent months, Yachting Australia has been addressing the issue of compliance of yachts with the ABS Guide as required under the ISAF Special Regulations. As part of this, Yachting Australia commissioned an independent report from Ken McAlpine of MMD Naval Architects. This report was received on 22 October. In considering the report, Yachting Australia established a Special Committee which met on Friday 26 October. In particular information was sought about the use of materials at higher stress levels than specifically permitted by the ABS Guide for Building and Classing of Offshore Racing Yachts (ABSORY) as a result of “interpretations” and/or “dispensations” which may or may not have been granted by ABS at some time in the past but which continue to be used by designers. The YA Special Committee recommended:

1. Bring this issue to the notice of the relevant international authorities (ISAF and others).
2. Work to establish an international authority (maybe ABS or an ISAF committee) to review all the approval given for alternative arrangements under the ABSORY Code.
3. Following review place all alternative arrangements in the public domain.
4. Broaden the declaration required by Special Regulation Part 1 Clause 3.03.1(b) to include:
  - (a) The designers and builders declaration should clearly state whether their statement of compliance with the ABSORY code is reliant on any alternate arrangements as anticipated under Clause 1.5.2. If so then those aspects of Rule compliance that are reliant on Clause 1.5.2 should be clearly identified and the designers and builders should declare how the alternate arrangement meets the overall safety and strength standards of the ABSORY.In the case of keel fin materials that have been designed for a stress greater than 390 MPa the builder should declare that the steel manufacturer’s instructions have been adhered to in all processes carried out by the builder including non-destructive testing where required.
  - (b) A declaration from the “person in charge” (normally the owner) that the further declaration required from the designer and builder detailed in

## **OFFSHORE SPECIAL REGULATIONS SUB-COMMITTEE (CONT).**

(a) above has been fully explained to him.

Both these two new declarations should be provided in a pro-forma form with wording prepared with legal advice.

There was a discussion on whether the working party would have a view regarding older boats. Tony Mooney as an observer recommended not to go backwards.

Ken Kershaw explained that ISO 12215 Small Craft – Hull construction and scantlings comprises 9 parts some of which are still being drafted. He noted that there were around 20 agencies conducting plan approval and it was not in the best interests to use all 20. It was suggested that ISAF might be the central body employing sub-contractors. Alan Green as an observer clarified that the discussion was regarding ‘plan approval’ and not ‘building under survey’. It was proposed that the working party members be Ken Kershaw, a Yachting Australia nomination, a US nomination (possibly Paul Miller) and a FFV nomination. The working party would co-opt experts. The tasks would be as detailed in the Yachting Australia and RYA submissions.

*Recommendation to the Offshore Committee:* ISAF to appoint a working party to urgently initiate a review of 3.03.1 with a view to replace current ABS & EC RCD Category A with compliance with ISO 12215 potentially including plan approval. To report back no later than November 2008 conference.

**Offshore Committee Decision: Approved with the deletion of the word “potentially”**

### **(b) Race Reports**

#### **(i) Rolex Fastnet Race**

Janet Grosvenor from RORC was invited to shared her experiences regarding the 2007 Fastnet race. Janet noted that there were 300 entries, of which 271 started and 211 retired. The start was postponed for a day so that the worse conditions would be encountered when the yachts were still travelling along the UK south coast with nearby harbours of refuge. In someways some retirements were due to psychological pressure due to the forecast strong winds, start delay and easy mobile phone communication between crew members and friends and family.

RORC had circulated a questionnaire to find out why boats had retired. Sail damage and in particular mainsail reefing points was a common reason. The 45 knots of wind and the sea state caused seasickness to be a frequent problem as well as ‘simply not having fun’. Abraham Rosenberg requested that if there was a summary report that it be circulated.

#### **(ii) Rolex Middle Sea Race**

Giovanni Iannucci, who was a member of the International Jury, together with first hand experience from Will Apold, commented on the recent event which was also subject to strong winds and very rough seas, both

## **OFFSHORE SPECIAL REGULATIONS SUB-COMMITTEE (CONT).**

well forecast in advance.

51 boats started but only 17 finished. Retirements were mainly due to ripped sails or just fatigue and seasickness.

No serious damage was experienced by the boats which retired with the exception of "Loki", an Australian Mini-Maxi which lost completely her carbon rudder while sailing at 16 knots in 35 knots of wind. Due to the weather conditions and to the lee shore getting closer and closer, the crew of 16 was airlifted thanks to the skill of the Italian Air Force helicopter crew which operated in the dark with 45 knots of wind and very low visibility due to heavy rain. Some communications problems were overcome by the excellent training of the crew of Loki.

The boat was left with two anchors off the bow which later gripped and held for almost 24 hours, despite the weather conditions, until the rope chafed and Loki was washed ashore.

Giovanni observed that the requirement of an alternative method of steering (4.15.1(b)) the yacht in any sea condition doesn't seem realistic. Despite the skill and experience of Loki's crew there was no method which worked in those conditions.

Rob Weiland as an observer commented that the crew is often the weakest link, though Ken Kershaw noted that in this case it was the rudder.

Will Apold highlighted the damage to the forehatch of 90ft race winner Rambler and commented on the training of scrutineers for the Newport Bermuda Race.

Sten Edholm commented on the high value of training.

### (c) ISO Standard Availability

It was noted that the OSR mention 11 different ISO standards and the number is likely to increase. While there are numerous merits to adopting the international standards, concern was raised about their availability to equipment inspectors, race organisers etc. As discussed at the International Regulations Commission, Ken Kershaw in consultation with the secretariat is to examine the feasibility of a bulk purchase arrangement to an online archive which would significantly reduce the costs.

There being no further business proceedings then terminated at 1605.