Special Regulations Sub-committee Minutes

The Special Regulations Sub-committee met at 09:30 – 17:20 hours on Tuesday 4 November 2014 at the Melia Palas Atenea Hotel, Palma de Mallorca.

Please refer to the ISAF website www.sailing.org for the details of the submissions

In regard to submissions with the prefix 'SR' the final decisions on these will be made by the Oceanic and Offshore Committee held on the 6 November 2014 which, on behalf of Council, approves changes to the Offshore Special Regulations.

Present:

Will APOLD (CAN) – Chairman
Boris HEPP(GER) – Vice Chairman
James DADD (GBR)
Sten EDHOLM (SWE) – ORC Representative
Christophe GAUMONT(FRA)
Patrick LINDQVIST (FIN)
David LYONS (AUS)
Renee MEHL (USA)
Haluk SUNTAY (TUR) (part of meeting)
Roy ALLAN VAN ALLER (NED)

Others Present:

Simon FORBES (Technical and Offshore Manager)
Jacques LEHN (FRA) Chairman Oceanic and Offshore
Jason SMITHWICK (Head of Technical and Offshore)
Henry THORPE (Technical Co-ordinator)
Stuart CARRUTHERS (GBR) Chairman Int. Regs
Stan HONEY (USA) Vice Chairman O & O

1. Opening of the Meeting

The Chairman welcomed members and observers to the meeting and highlighted the focus on safety of the sailor.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Special Regulation Sub-committee meeting of 12 November 2013 were noted and signed by the Chairman as a true record.

(b) Minutes Matters Arising

There were no matters arising not otherwise on the agenda.

3. Deferred Special Regulation Submissions

(a) OSR 4.20.5 Liferaft servicing and inspection

Deferred Submission SR01-13 from the Royal Yachting Association was withdrawn in favour of new submissions SR06-14 and SR07-14.

4. Special Regulations – Submissions

(a) OSR 3.29.1(b) - Introduce a Minimum Masthead Antenna Length

Submission SR01-14 from US Sailing was received. The proposal is to introduce a minimum masthead antenna length. As an observer, Stan Honey explained that the current OSR 3.29.1(b) could be satisfied by a compliant radio and coaxial cable attached to a 2"or 3" 'Rubber Ducky' antenna. 'Rubber Ducky' antennas have lower gain than a full-size quarter-wavelength antenna, reducing the range of the radio. They are typically used in short-range two-way radios where maximum range is not a requirement.

Sten Edholm questioned the specific minimum length chosen.

James Dadd noted that the Volvo Ocean Race boats had moved from 2" to 15" aerials.

Renee Mehl proposed a friendly amendment to add Category 2, seconded by Christophe Gaumont. Boris Hepp advised that Germany did not want the submission amended to include Category 2.

On a proposal by Renee Mehl, seconded by Sten Edholm and a vote of 8 in favour, 0 against and 1 abstention it was agreed to be effective 1 January 2016:

Recommendation to the Oceanic and Offshore Committee: Approve as amended:
3.29.1 b) ii) it shall have a masthead antenna **not less than 381 mm (15 inches) in length**, and co-axial feeder cable with not more than 40% power loss. MoMu0,1,2

Oceanic and Offshore Committee Decision: Approved

(b) OSR 3.29.1(p) - AIS to Share Masthead VHF Antenna

Submission SR02-14 from US Sailing was received. Stan Honey noted that the last change to the OSR, to specify an Automatic Identification System (AIS) antenna mounted at the top of the main mast, had left a puzzle for the owner to solve with the technical issue that if separate dedicated aerials for VHF and AIS were to be fitted at the masthead they would need to be widely-spaced apart. Furthermore, the regulations make no mention of an AIS aerial splitter. So the submission proposes to reference an AIS splitter with an alternative dedicated AIS aerial.

Sten Edholm was supportive of the submission, but had the impression that aerial splitters were not a good solution in terms of loss of power.

Stan Honey noted that the majority of AIS splitters are very low loss using an SRT chip set, he was only aware of one product on the market which has a loss of 4dB which would be a very poor choice.

Will Apold questioned why the submission proposed a 0.9m minimum length for the aerial? Stan Honey advised that the 0.9m length derived from AIS Class A requirements.

As the originators of the submission, Stan Honey and Renee Mehl agreed to amend the minimum specified length of the AIS antenna to 381mm.

On a proposal by Renee Mehl seconded by Christophe Gaumont and a vote of 9 in favour, 0 against and 0 abstentions it was agreed to be effective 1 January 2015:

Recommendation to the Oceanic and Offshore Committee: Approve as amended:

p) ~~An AIS antenna shall be mounted on top of the main mast~~

p) **The AIS Transponder shall share the masthead VHF antenna via a low loss AIS antenna splitter. An acceptable alternative is a dedicated AIS antenna that is a minimum of ~~0.9 meters~~ 381 mm long, mounted with its base at least 3 meters above the water, and fed with coax that has a maximum 40% power loss.**
MoMu0,1,2

Oceanic and Offshore Committee Decision: Approved

(c) OSR 4.10 - Radar Reflector Specification

Submission SR03-14 from the Chairman, Special Regulations Sub-committee was received. The submission was in response to a request for clarification from a radar reflector manufacturer.

Boris Hepp was concerned that the proposed additions to the current OSR text were too complicated and would lead to lots of questions from owners and event equipment inspectors.

Stan Honey summarised that the submission proposed gives three options, the first two are widely-available radar reflectors and their compliance can easily be determined using a tape measure. If the reflector carried is of a different type, then it is required to comply with more detailed minimum requirements which are critical to the effectiveness of the reflector.

On a proposal by Will Apold, seconded by James Dadd and a vote of 9 in favour, 0 against and 0 abstentions it was agreed to be effective 1 January 2015:

Recommendation to the Oceanic and Offshore Committee: Approve as amended:

"4.10.1 A~~n octahedral~~ passive radar reflector shall be carried with:
Octahederal circular ~~sector~~ plates of minimum diameter **300mm** (12") or
Octahederal rectangular plates of minimum diagonal dimension 405 mm (16") or
a non-Octahederal reflector with a documented **Root Mean Square** minimum Radar Cross Section (RCS) area of 2 m2 **from 0-360 degrees in azimuth and +/- 20 degrees in heel. "**

(d) OSR 4.19 - Requiring Ship's EPIRBs to have an Integrated GPS

Submission SR04-14 from the Royal Yachting Association was received. Stuart Carruthers noted that recent incidents highlighted the importance of fast distress location and as it may still be possible to buy an EPIRB without an in-built GPS this should be amended in the OSR.

On a proposal by James Dadd, seconded by Renee Mehl and a vote of 9 in favour, 0 against and 0 abstentions it was agreed to be effective 1 January 2016:

Recommendation to the Oceanic and Offshore Committee: Approve as amended:

~~"It is recommended that a~~ A 406Mhz EPIRB **shall** include an internal GPS **when registered ~~purchased~~ after 1st January ~~2015~~ 2016**, **~~it is recommended that they~~** ~~also include a 121.5Mhz transmitter for local homing.~~

MoMu0,1,2 "

Oceanic and Offshore Committee Decision: Approved

(e) OSR 6.05.2 - Expiry Dates of First Aid Certificate

Submission SR05-14 from the Royal Yachting Association was received. The submission proposed to insert the word 'valid' before: 'first aid certificate completed within the last five years..'.

It was noted that some first aid certificates have a validity of two or three years, whilst currently some IMO STCW first aid qualifications appear to be for life.

On a proposal by James Dadd, seconded by Renee Mehl and a vote of 9 in favour, 0 against and 0 abstentions it was agreed to be effective 1 January 2016:

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

(f) OSR 4.20 Liferafts

Submission SR06-14 was received from Janet Grosvenor, Chairman of Liferaft Working Party. Janet Grosvenor summarised that the intention of the submission was to simplify the requirements.

The terminology of the reference to 'a waterproof torch with separate battery and bulb' in the table of minimum liferaft equipment was questioned.

Stuart Carruthers explained that the proposed table of minimum liferaft equipment exactly reflects the ISO specifications for Liferaft equipment packs, and he urged the committee not to amend the table of requirements.

On a proposal by James Dadd, seconded by Renee Mehl and a vote of 9 in favour, 0 against and 0 abstentions it was agreed to be effective 1 January 2015:

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

(g) OSR 4.20.5 Liferaft Servicing

Submission SR07-14 from Janet Grosvenor, Chairman of Liferaft Working Party was received. Janet Grosvenor summarised that the intention of the submission was to simplify the requirements, to remove the confusing concept of 'inspection' and amend the requirements regarding valise-packed liferafts.

Boris Hepp questioned the simple reference to 'ISAF Liferaft' or 'ORC Liferaft' and wondered whether any owner would know what liferaft he had.

It was noted that liferafts have their type displayed prominently on the canister or valise.

James Dadd noted that liferafts suffer more abuse than manufacturers envisage, even the Volvo Ocean Race-supplied canister liferafts used in the previous race were changed halfway through the race due to damage caused by taking the liferafts on and off the boats at race leg stop overs.

On a proposal by James Dadd, seconded by Renee Mehl and a vote of 9 in favour, 0 against and 0 abstentions it was agreed to be effective 1 January 2015:

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

(h) OSR 3.14.6 Lifeline Minimum Diameters, Required Materials, Specifications

Submission SR08-14 was received from James Dadd, Chairman of the Lifeline Material Working Party. Will Apold noted that the working party (Item 5(i)) had not been effective in meeting the terms of reference and the report received had not met the objectives and was not accepted.

James Dadd summarised that whilst the breaking load of High Modulus Polyethylene (HMPE) (Dyneema®/Spectra® or equivalent) rope could be higher than the equivalent diameter stainless steel wire, dyneema suffered chafe more than wire. In his view the lifeline was a safety item and any benefits of dyneema were irrelevant, as the consequences of lifeline failure were significant. He considered that the option of requiring stainless steel wire for some, but not all, race categories was not viable. This is due to yachts having to change lifelines and the abrasion damage that stainless steel wire would cause to smooth stanchion openings, and the detrimental effect if dyneema lifelines were then substituted for use in the abraded stanchion openings.

Christophe Gaumont noted that a lot of racing boats have composite rigging, sometimes protected with Technora braiding.

As an observer, Rob Weiland (Class Manager TP52 class) noted that the TP52 Class Rules require the lower lifelines to be of stainless steel wire, as he said: “he did not want to see my guys in the piss”. Composite fibre like dyneema gives a genuine advantage in the rigging, but no advantage in the lifelines. He considers it a religious discussion.

David Lyons noted that the Yachting Australia Special Regulations do not permit HMPE(Dyneema) lifelines. He noted that the ISAF OSR do not make any reference to paying attention to chafe of dyneema lifelines. He noted that ISO Standard 15085 Man-Overboard Prevention and Recovery specifies for guardlines;

> “If a synthetic line is used it shall be chafe resistant, or protected against chafing, particularly in bearing areas on stanchions and pulpits. If a periodical inspection or replacement of the synthetic line due to ageing, UV, or chafe, is needed, the period between inspections or maintenance, and the actions to be performed shall be indicated in the owner's manual.”

As an observer, Stuart Carruthers felt that the ISO standard would follow ISAF’s lead if the OSR was changed to require stainless steel wire.

As an observer, Jacques Lehn noted that perhaps the OSR’s had been too quick in adopting dyneema lifelines, but he recommended that the submission should be deferred, the working party expanded, further tests conducted and a decision made in November 2015.

Sten Edholm did not like the submission’s proposal to change back the OSR to prohibit dyneema lifelines. He felt that the issue should be investigated and evaluated for a further year.

On a proposal to defer by Sten Edholm, seconded by David Lyons and a vote of 5 in favour, 3 against and 1 abstention it was agreed:

<u>Recommendation to the Oceanic and Offshore Committee:</u> Defer, publicise a warning regarding attention to chafe, enlarge the working party, engage the rope industry.

<u>Oceanic and Offshore Committee Decision:</u>

To amend (effective 1 January 2015) OSR 3.14.6 Lifeline Minimum Diameters, Required Materials , Specifications as indicated below and to enlarge the working party to undertake technical studies with external assistance :

a)	Lifelines shall be of:	
	- stranded stainless steel wire. or	**
	- High Modulus Polyethylene (HMPE) (Dyneema®/Spectra® or equivalent) rope (Braid on braid is recommended)	Mo4, Mu**
b)	The minimum diameter is specified in table 8 below	**
c)	Stainless steel lifelines shall be uncoated and used without close-fitting sleeving, however, temporary sleeving may be fitted provided it is regularly removed for inspection.	**
d)	When stainless wire is used, Grade 316 is recommended.	**
e)	When HMPE (Dyneema®/Spectra®) is used, **it shall be protected from chafe** and spliced in accordance with the manufacturer's recommended procedures.	Mo4, Mu**
f)	A taut lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm (4in). This lanyard shall be replaced annually at a minimum.	**
g)	All wire, fittings, anchorage points, fixtures and lanyards shall comprise a lifeline enclosure system which has at all points at least the breaking strength of the required lifeline wire.	**
	TABLE 8 – Minimum Diameters	

LOA	Wire	HMPE rope (Single braid)
Under 8.5 m (28 ft)	3mm (1/8 in)	4mm (5/32 in)
8.5 m – 13 m	4mm (5/32 in)	5mm (3/16 in)
Over 13 m (43 ft)	5mm (3/16 in)	5mm (3/16 in)

(i) OSR 3.04.4 Monohull Stability

Submission SR09-14 from Sail Canada was received.

Will Apold explained that the submission sought to introduce a minimum mass requirement in order to assist a Race Committee in screening yachts which cannot demonstrate compliance with ISO 12217-2, either by EC Recreational Craft Directive certification (having obtained the CE mark) or the designer's declaration.

As a member of the monohull stability working party, Mike Urwin noted that when the ISO Stability Standard 12217-2 was re-published in 2013, the following requirements had been amended:

"6.3 Angle of Vanishing stability and minimum mass ", had been deleted and replaced by :

"6.4 Minimum Righting Energy" and "6.5 Angle of vanishing stability"

As a minimum mass requirement has been removed from the ISO standard and replaced by a minimum righting energy he felt that this should be reflected in any change to 3.04.4.

Boris Hepp questioned how an owner was supposed to know all the details of ISO 12217.

It was noted that the primary simple solution applicable to most competing yachts was that the yacht has the appropriate CE mark or a designer's declaration.

There was a view that the term "or failing that" in the proposal was not appropriate and that a simple 'or' would be preferable. It was also noted that 3.04.3 ISO Category A should be linked to ORC Category '0-2', currently noted as '1-2'.

Sten Edholm noted that the submission needed further work. He felt that the subject had reached a level of complexity that he was not comfortable with and that he wished to withdraw from being chairman of the Monohull Stability working party.

On a proposal to defer by Sten Edholm, seconded by Will Apold and a vote of 9 in favour, 0 against and 0 abstentions it was agreed:

Recommendation to the Oceanic and Offshore Committee: Defer

Oceanic and Offshore Committee Decision: Defer

5. OSR Working Party Reports

Introducing the subject of Working Party reports, the Chairman noted he was disappointed that some reports had not been received, others were late, which left no time for feedback.

(a) Cockpit Volume and Downflooding

Boris Hepp gave a verbal report. He found as many opinions as people consulted. He requested to be released from chairing the working party. Rob Weiland requested his name be removed. The working party was dissolved. The Chairman and Vice-Chairman will make a submission on the subject for the 2015 meeting.

(b) Recovery Back on Board

An update on the 2013 report was received from working party of Sten Edhom (Chairman), Stuart Carruthers (GBR), John Rousmaniere (USA), Patrick Lindquist , Christophe Gaumont.

The working party felt that consideration should be given to these changes in OSR ;

5.01.1 should mention the mandatory lifting strap in accordance with ISO 12402

5.01.2 should include a requirement to have 20 % spares of lifejacket cylinders and release mechanisms

5.07.1 AIS PLB´s should be taken in as a new requirement, for at least Cat 0-1 races (see ISAF submission 051-13)

4.21.4 “Swimmer of the Watch” could be expanded with a few additional equipment recommendations

Chapter 4 should have a recommendation or requirement to have a ready assembled hoisting tackle for recovery

Section 4 should have a requirement to have a swim ladder, preferably one permanently mounted and manufactured of metal (see upcoming revision of ISO 15085 Man Overboard Prevention and Recovery)

Appendix D- ‘Quick stop and Lifesling’ should be updated with more modern technologies and equipment, as well to describe a more flexible range of recovery methods. Also that motoring generally is the safest way to get back to the Person in the Water. Additions could include;

- Plotters and MOB buttons
- AIS and PLB´s
- DSC routines

It should be considered to move parts of the recommendations and all of Annex D in OSR to the ISAF Guide to Offshore Personal Safety Manual in the next edition, but should also be noted the book is not as available as OSR, which can be downloaded on the internet.

ISAF should consider to encourage manufacturers to make the following developments regarding lifejackets and other equipment:

- The lifting strength of rescue slings should be specified so that crews can know what the capacity is, furthermore pictures only should show what the capacity of the pulling/lifting line is and if it can be used as a hoisting device.

- A lifting handle on the back should be encouraged.

- The lifting strap on the front should be better exposed in the manuals and the lifting capacity stated

- Chart Plotter manufacturers should be encouraged to implement IAMSAR search patterns like “Expanded Square Search”

Finally, safety inspectors, as in OSR Appendix C – Standard Inspection Card, should be advised to request the Person in Charge to describe the Man overboard procedures practiced on the boat, including the methods and means for the final recovery.

It was agreed to update Appendix D – Man Overboard – Quick Stop and Lifesling and move this into the Guide to Offshore Personal Safety. Recommendations to amend the OSR would need to be proposed as submissions for the next meeting.

(c) Liferafts

Submissions SR06-14 and SR07-14 (see items 4(f) and(g)) were received as the report from the working party of Janet Grosvenor (GBR-Chairman), Bruce Brown (USA), Sten Edholm, Christophe Gaumont, Richard Besse(Ocean Safety), Genevieve White (AUS).

(d) Distress Alerting and Location

A report was received from the Working Party of Stuart Carruthers(GBR-Chairman), Members: David Sutcliffe (CAN), Martin Silk (AUS), Haluk Suntay (TUR)

The report noted that no matter what OSR might require, both now and in the future, flag state regulation takes precedence in terms of type and number of pyrotechnic signals carried. There is little appetite at the International Maritime Organisation to review the carriage of pyrotechnics and therefore the efficacy of pyrotechnics as a primary means of raising a distress alert. The inertia stems from the fact that the signals to be exhibited to indicate distress are set out in IRPCS, Annex IV. However, these were written in 1972, long before the advent of mobile phones, the internet, satellite communications and the COSPAS-SARSAT system in 1979.

It was noted that the US Coastguard Acquisition Directorate has initiated a project to look at Electronic Visual Distress Signals(EVDS) as alternatives to pyrotechnics for distress alerting. This is being undertaken by the Radio Technical Commission for Maritime Services (RTCM).

The goals of this project are to:

• Develop conspicuous and identifiable signal

• Determine signal characteristics consistent with good visual response including:

i. Colour/hue and flash pattern/duration

ii. Determine effective intensity needed to meet:

- 6 NM minimum range with “negligible to sparse” background
- 6 NM minimum range with “moderate to substantial” background.

Before making submissions, it is recommended that the OSR Sub-committee consider whether the carriage of non-pyrotechnic methods of distress alerting that conform to COLREG Annex IV appropriate to race category, and a robust non-pyrotechnic means of indicating location, provide an adequate level of safety and are acceptable. If accepted, compulsory flag state carriage requirements might mandate the carriage of pyrotechnics but that should be a matter for the person in charge, not the OSR.

James Dadd considered it would be good to get pyrotechnic flares off the boats. However he felt that that there was no substitute for the orange smoke flares in tracking what the air is doing around the casualty to aid helicopter rescue.

As an observer, Chuck Hawley highlighted that ten years ago the OSR required for Category 1 races the carriage of 24 pyrotechnic flares. This has been reduced to 12, but the numbers are arbitrary.

It was agreed to produce a submission for the next meeting proposing a reduction in the minimum number of pyrotechnic distress flares required.

(e) Life jacket, harness and safety line review

A report was received from the Working Party – Stuart Carruthers(Chairman), Guy Perrin (CAN), Patrick Lindquist, Renee Mehl, Andor Serra (ESP).

The Working Party can offer no reason why OSR should specify a reduced standard lifejacket for category 4 provided the category is not compromised/redefined..

The 10 parts of the ‘ISO 12402 – Personal Flotation Devices’ series are under current review and Stuart Carruthers and Henry Thorpe (ISAF) are fully involved in the ISO review process.

As a result of the opportunities presented by the review of ISO 12402, ISAF has submitted a proposal for an addition to ISO 12402-6 that specifies the safety

requirements and additional test methods for an enhanced-use lifejacket for the recreational offshore sailing activities. The scope of Part 6 specifies the safety requirements and additional test methods for special purpose PFDs that go beyond the basic general requirements set out in Parts 2 and 3. The ISAF proposal brings together the basic requirements of ISO 12402-3, specific ISO 12402-8 accessories and a combined ISO 12401 harness/hold down retention device into a specification for a lifejacket that is intended for offshore recreational sailing and is easily identifiable as such to the potential owner/ user.

ISAF already sets out what it requires by way of a lifejacket in OSR 5.01 and 5.02, based on considerable user input and experience. This is accepted internationally as a minimum uniform standard for those that compete under its rules. These specifications form the basis of the proposal which has been submitted for comment among ISO members is attached at Appendix A.

The WP recommended that the OSR Sub-committee consider the following:

• A lifejacket as specified in 5.01.1 and in line with the ISAF submission to TC188/SC1 is a requirement for categories 1 to 4;

• A combination of a separate lifejacket and a separate harness for race categories 1 to 4 is not acceptable;

• A tether is required for each crew member on board in race categories 1 to 4;

• Rename and revise OSR event category 5 (and category 6) so that there is not an implied linear progression from 6 through 0 and to ensure that there is a suitable category for day boats without having to compromise OSR category 4 for a group that was never its target audience;

• Confirm that ISAF should continue to press ISO Technical Committee188/SC1 to include a special purpose offshore lifejacket that meets the OSR 5.01.1 specification (Appendix A) in ISO 12402 part 6;

The Sub-committee supported the inclusion in the revised ISO standard of a special purpose offshore lifejacket. It was noted that submissions regarding the OSR will be prepared for the next Special Regulations meeting.

(f) OSR Re-write

A report and draft re-write of the OSR was received from the Working Party – Will Apold (Chairman), Sten Edholm, Janet Grosvenor, Richard Hinterhoeller (CAN), David Lyons.

The Chairman outlined the components of a ‘safety tree’:

Offshore Special Regulations

Guide to Personal Offshore Training

Integrated links from OSR document to training and support materials

‘Hands-on’ Safety at Sea Training

A focus on an electronic format:

Separate compilations for each Category (existing)

Integrating the OSR Inspection Sheet to ‘fill-in’ on mobile device and print – speeds delivery to Race Management

Hyperlinks to more detailed information and explanations including videos

Use on mobile devices – ‘Apps’

Proposed timetable:

1. Input feedback to draft

2. Start to integrate Links to OSRs

3. Circulate by Jan 15, 2015

4. Receive round of suggestions and integrate by Feb. 28, 2015

Receive feedback by 30 March 2015

Finalize draft and circulate to public through websites of MNAs, Scuttlebutt etc, by 30 April 2015

Presentation draft to be circulated by 30 July 2015

Submission to Sub Committee by 22 Sept 2015

Publish 1 Jan 2016

Sten Edholm questioned whether there should be links to products with brand names.

Boris Hepp was concerned that links to external websites would result in broken links and that any videos that are linked should be on the ISAF website.

As an observer, Dan Nowlan noted that the example video (linked to via the Scuttlebutt website) regarding ‘A guide to steering without a rudder’ was the property of US Sailing who would be pleased to share the resource with ISAF.

As an observer, Alp Doğuoğlu felt that the proposals were a major, exciting step change. Regarding details, he questioned whether draft OSR 2.02 Inspection, which states:

“ A boat may be inspected at any time. If she fails to comply with the OSR her entry may be rejected or she will be subject to protest “

“ A boat may be inspected at any time. If she fails to comply with the OSR **(as amended by the Notice of Race)** her entry may be rejected or she will be subject to protest “

As an observer, Mike Urwin felt that amendments to the OSRs in the Notice of Race would be covered by the Definition of ‘Rule’ in the Racing Rules of Sailing. He noted that Event Organisers tend to default to applying OSR Event Category 4 as a minimum and seem reluctant to delete some provisions in the Notice of Race.

Alp Doğuoğlu noted the difficulty a prospective owner has when considering the purchase of a boat and whether it is in compliance with the Offshore Special Regulations for the required category. The OSR cover more aspects than the EU Recreational Craft Directive, would it be possible to establish a system where the builder or seller could be required to give a certificate of compliance with the OSR?

(g) Electric Propulsion Review

A report was received from Boris Hepp regarding safety issues relating to electric propulsion. Items highlighted were the different types of batteries, their fire hazards, capacity and the endurance of the propulsion unit.

(h) Short-handed Racing

A report was received from Roy van Aller. Following input from a variety of double-handed events it was concluded that there is no need to produce a specific OSR race category column for double-handed racing.

It was agreed that it would be appropriate to extend down to Category 3, the current requirement in Categories 0-2 that both crew shall have undertaken training. A submission will be produced for next meeting regarding OSR 6.01, Category 3 and Double-Handed crew.

(i) Lifeline Materials

A report was received from the Working Party – James Dadd(Chairman), Thomas Nilsson(NOR), Tom Rinda(USA). The contents of the report were not accepted as it had not met the objectives. See Item 4(h).

(j) Review of Event Categories 4 and 5

A report was received from the Working Party: Mike Urwin (Chairman-GBR), Alp Doguoglu (TUR), David Lyons (AUS), Roy van Aller (NED).

The following recommendations were highlighted:

The general descriptions of race categories 4 and 5 should not change.

Consideration should be given to renaming category 5 as e.g. Safety Regulations for inshore races, category 1. Category 6 would then become category 2.

ISAF OSR Sub-committee should consider publishing guidance to the selection of the appropriate category of OSRs categories 4 and 5.

With limited exceptions, the requirements of OSR Category 4 are generally reasonable. However, ISAF OSR Sub-committee committee should consider whether items such as heavy weather sails, and mainsail reefing should be included by default within Category 4 or whether they should be removed.

Consideration should be given to the inclusion of a specific note clarifying that removal or amendment of specific OSR requirements by a Notice of Race is acceptable.

OSR 4.01.2 requiring sail numbers to be displayed by alternative means is inappropriate in cat 4.

OSR 4.07.1 a) requiring a searchlight is inappropriate in Category 4.

ISAF OSR Sub-committee should institute a formal review of OSR Category 5 (see below).

ISAF OSR Sub committee should consider publishing guidance to race organisers related to the selection of OSR race category.

ISAF OSR Sub-committee should institute a formal review of OSR Category 5 including:

The potential deletion of regulations 3.08 and 3.09 and their replacement with regulations 3.02.1 and 3.02.2.

A review of the list of required portable equipment against the requirements imposed by the organisers of events considered to be Category 5 events.

The potential deletion of the current recommendations.

ISAF OSR Sub-committee should consider inclusion of a minimum PFD buoyancy, probably 150 N, requirement in OSR Category 5.

If any future Category 5 minimum PFD buoyancy requirement differed from level 150, consideration should be given to an overt statement giving a Notice of Race the right to amend this.

ISAF OSR Sub-committee should consider whether a PFD with an integral full deck safety harness should be a Cat 4 requirement or whether it should only apply to Cat 3 and above.

(k) Stability

No report was received from the Working Party. (see item 4(i)) the Stability Working Party will continue and will review and report on a recommendation on deferred submission SR09-14 on Monohull Stability.

6. Oceanic and Offshore Committee Working Party – Structural Integrity

Stan Honey gave a verbal report from the Oceanic and Offshore Committee Working Party on structural integrity of yachts, which was set up to evolve a culture to support sharing knowledge of structural failures of yachts. (Item 17(a) 2013 Oceanic and Offshore Committee Minutes).

The working party looked at three activities:

A survey of keel failures, Stan said he had thought he would be able to report here that so far there had been no keel failures on yachts with ISAF Building Plan Review, however this changed earlier this week on the night of 2nd November, the first night of the transatlantic race 'La Route du Rhum – Destination Guadeloupe' when two new Class 40 Sabrosa Mk2 sisterships both lost their keels. (One boat #139 capsized and the skipper was rescued, the other boat #140 managed to reach safe harbour under engine after filling the water-ballast tanks.)

If a boat does suffer structural failure how does ISAF get the detailed information? The options were considered of putting a requirement in the Racing Rules of Sailing, but the incident might not happen whilst racing, or into the OSR but a 'soft' recommendation with no teeth would be ineffective.

The third issue was in-build inspection of plan-reviewed boats. It is proposed to form a new working group, chaired by David Lyons, comprised of technical experts and engineers to review the plan approval arrangements and assess the practicalities of in-build review.

As an observer, Rob Weiland considered that the Notified Bodies which do the Plan Reviews are not at the same standard. This is why the TP52 Class specify the one Notified Body that shall be used.

It was noted that in the past, the American Bureau of Shipping had been the sole body reviewing the hull scantling plans.

Haluk Suntay said that there are already Classification Societies in the market, he had already highlighted six years ago that plan review without in-build inspection does not make any sense.

James Dadd noted that from his experiences with the Volvo Ocean 65, the

insurance companies were very much 'in the loop' regarding in-build inspections and non-destructive testing of components.

7. Incident Reports

(a) A report was received from the Secretariat highlighting known incidents that have occurred during races in the past year.

(b) Simon Forbes gave a verbal summary of the hull/keel related failure of the Beneteau 40.7 'Cheeki Rafiki' and the loss of the four crew on a transatlantic delivery trip. A report by the UK Marine Accident Investigation Branch is anticipated to be published in January 2015.

8. International Regulations Commission

A verbal report was received from the Chairman of the International Regulations Commission:

(a) International Maritime Organisation – during the year the 'ISAF at IMO Team' attended meetings of the Marine Environment Protection Committee, Maritime Safety Committee, and the Sub-committee on Navigation, Communication and Search and Rescue. Two issues were highlighted: the Chinese BeiDou Navigation Satellite System progressed towards recognition as a component of World Wide Radio Navigation System (WWRNS). The Iridium mobile satellite system is undergoing review prior to recognition and use in the Global Maritime Distress and Safety System (GMDSS).

(b) International Standards Organisation:

Part 2 of the stability standard – ISO 12217 – has been published but has not yet been harmonised for the EU Recreational Craft Directive. Due to the number of errors that the Standard contains, it is currently being amended and it is likely that it will be reviewed and revised.

The scantling standard series – ISO 12215 – consist of 10 parts most are due for systematic review during 2017. Part 7: Scantling determination of multihulls and Part 10: Rig loads and attachments are currently being drafted and should be available by February 2015.

ISO 11812:2001 - Watertight cockpits and quick-draining cockpits – is still in draft and will be available for Working Group discussion at BOOT in Dusseldorf 2015.

ISO 15085:2003 - Man overboard prevention and recovery – has been redrafted and will be available for its first enquiry on 4 Dec 2014 for 3 months

ISO 12402 Personal Flotation Devices - ISAF has successfully argued its case for an Offshore Sailing Lifejacket to be recognised as an enhanced use lifejacket and to be included in Part 6 of the lifejacket standard.

A performance standard for LED navigation lights will be available in the first half of next year.

(c) European Union Recreational Craft Directive

The new EU Recreational Craft Directive effective from 18 January 2016 introduces a number of new and/or additional essential safety requirements which will affect the construction of production craft that are intended to be put into use in the EU Market;

the major changes are:

View from the helm. – good all round visibility will now apply to sailing yachts

Man overboard - Means of re-boarding shall be accessible to, or deployable by, a person in the water unaided.

Boat design categories- the RCD states that a boat given design category A is considered to be designed for winds that may exceed wind force 8 (Beaufort scale) and significant wave height of 4 m and above but excluding abnormal conditions. This has been interpreted as meaning that boats no longer have to be designed to cope with force 10.

Buoyancy and flotation of multihulls - All habitable multihull recreational craft susceptible of inversion must have sufficient buoyancy to remain afloat in the inverted position.

Escape from inverted multihulls - All habitable multihull recreational craft susceptible to inversion must be provided with viable means of escape in the event of inversion. Where there is a means of escape provided for use in the inverted position, it must not compromise the structure, the stability or buoyancy, whether the recreational craft is upright or inverted.

9. Offshore Personal Safety Training

(a) ISAF Guide to Offshore Personal Safety Publication

It was noted that a French translation had now been produced.

(b) Poole Workshop for Training Providers – March 2014

Simon Jinks (SeaRegs) and Henry Thorpe gave a presentation regarding the workshop for ISAF Personal Safety Course providers held 10-12 March 2014 at the UK Royal National Lifeboat Institution. Experiences were shared by delegates from 14 nations: CAN, CRO, EST, FRA, GBR, GER, GRE, HKG, ITA, NED, SLO, SWE,TUR, USA. Topics included a review of OSR Appendix G to include more accessible reduced-time courses, standard documentation regarding health and safety regulations affecting training providers, 'model course' Powerpoint presentation, a 'model' examination, and assisting MNAs who do not currently organise Offshore Personal Safety training courses by the organisation of regional training provider workshops..

As an observer, Paddy Boyd welcomed the approach of producing an Appendix G – 'Lite', which he felt could be combined with on-line resources to reduce the instruction time required for the average sailor.

Chuck Hawley as an observer considered it important that Appendix G recognise that one style of course does not fit all.

10. Any Other Business

(a) Kite sail as jury rig following a dismasting

James Dadd highlighted that the Volvo Ocean 65's are carrying a kite sail to provide propulsion in the event of a dismasting. Speeds of 7 knots had been obtained in trials. Should there be a problem with the keel, the kite could also be used with the mast up. The kite would provide propulsion with only a small heeling moment. Christophe Gaumont noted that some boats in the La Route du Rhum were also equipped with kites in the case of dismasting.

(b) Medical Support in Offshore Racing

Simon Forbes reported that a work group meeting was held on 2nd November regarding medical support in offshore racing. The meeting was organised on the initiative of Dr.Nebojsa Nikolic, member of the ISAF Medical Commission and Alf Magne Horneland, President International Maritime Health Association. Also present were Dr.Mark Tomson (Volvo Ocean Race) and Dr.Roger Nilson.

The objective is to develop an IMHA/ISAF position paper on best practice to promote and maintain health in offshore yacht racing. The intention is to hold a further workshop during the 2015 ISAF Annual Conference.

(c) La Route du Rhum

Christophe Gaumont reported on his recent experience scrutineering the Route du Rhum fleet of 91 boats. Several boats had the wrong Maritime Mobile Service Identity (MMSI) programmed into their VHF radios. He also noted that the company Collective Localisation Satellites (CLS) had supplied a satellite Automatic Identification System (AIS) to the seven multihulls in the Ultim Class.

(d) OSR Event Categories

Sten Edhom considered that the OSR Event Categories are not balanced in terms of requirements and he will propose a review of requirements.

There being no further business the meeting closed at 1725.

Attachment: Appendix A – Proposed ISO 12402-6 Yachting Specific Lifejacket

APPENDIX A

ISO 12402-6 YACHTING SPECIFIC LIFEJACKET FOR ISO TC

Proposed Text for ISO 12402-6

The proposed initial text for part 6 is as follows:

5.7 PFDs for Offshore Sailing

5.7.1 General

These lifejackets are intended for offshore sailing on yachts and utilising a combined ISO 12401 harness and specific ISO 12402-8 accessories. General requirements see ISO 12402-3:20xx, 5.6.1 and the in-water performance shall comply with ISO 12402-3:20xx as a minimum.

5.7.2 Specific requirements for PFDs used for Offshore Sailing

5.7.2.1 This type of enhanced-use PFD shall:

a) Be equipped with automatic inflation which may have the option, although not fitted, for prevention or blanking to the auto activation function.
b) Be equipped with a hold down retention device.

5.7.2.2 This type of enhanced-use PFD shall also be fitted with the following ISO 12402-8 Accessories as standard:

a) Sprayhood
b) Protective cover for abrasion and puncture resistance
c) Emergency light
d) Deck Safety Harness in compliance with ISO 12401.

5.7.2.3 Additional Requirements

It is recommended that provision of a means of storing a Personal Location Beacon (PLB) when un-inflated is provided. When storage is provided the name(s) of the product(s) or product range tested with the PFD shall be provided in the PFD owner's manual together with information on optimal mounting. The PFD shall be tested with the PLB fitted in its stored position and should be subjected to a 3.0m jump test. When jump tested the PLB shall not get dislodged or damaged and shall not cause harm to the wearer or the PFD. When the PFD is inflated the PLB shall be accessible to the wearer from the stored position for deployment. Consideration for a mounting point when in the deployed, inflated condition should be given.

5.7.3 Testing

Accessories required by clause 5.7 of this part of ISO 12402 or accessories designated to be used with PFD shall be attached to the PFD before testing in accordance with ISO 12402-9.

Neither component claimed to be usable in conjunction with the other shall have any attachment which impairs the operation or performance of the other, or that is likely to cause damage to the other.
Any integral combination or claimed permissible or usable combination shall conform to the requisite standards on each individual item, and in each permissible combination.

In addition to the ISO 12401 test, the lifting loop test shall, having been tested with the ride up prevention system undone, be repeated with it fastened without [additional] adjusting the waistbelt system. The means of adjustment on both the lifejacket and hold down prevention devise shall not have a slippage exceeding 25 mm when subjected to the test and at the conclusion of the test procedure the hold down retention device shall show no physical damage that would prevent its function.

5.7.4 Marking and Product Information

5.7.4.1 General

Marking shall comply with the requirements of 12402-3 clause 6, except as follows:

a) Products shall carry ISO 12401 and 12402-3 marks.
b) Item 6.2 l) shall be replaced with the number if this Part.
c) The final paragraph of 6.2 shall not apply.

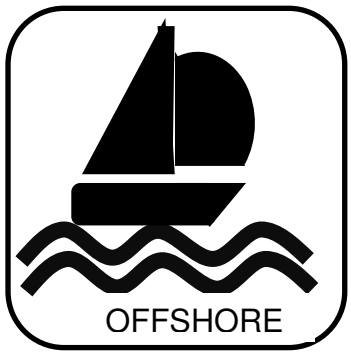

Figure 6.x offshore sailing pictogram

5.7.4.2 PFD used for Offshore Sailing

In addition to the above-required marking, each PFD shall be marked with the following [details]:

a) “FOR USE BY PERSONS ENGAGED IN OFFSHORE SAILING ACTIVITIES”.
b) “This is an Enhanced Specific Use PFD designed to provide all the features deemed suitable for offshore sail activities.”
c) Products shall carry the offshore sailing pictogram to indicate compliance with this Part. This shall also be clearly displayed on the products packaging“

_____