

Submission: **SR02-11**

Offshore Special Regulations – 3.03.1 b) and 3.03.2 b)

Hull Construction Standards (Scantlings)

A submission from the United States Sailing Association (US SAILING)

Purpose or Objective

Replace the current ISAF-based regulations regarding hull construction of large yachts (greater than 24 meters) by specifying currently available standards while allowing for the implementation of future standards.

Proposal

b) Yachts with LOA over 24m and built after 1 January 2010 shall be designed, built, repaired and maintained in accordance with an appropriate rule for sailing craft published by a member of IACS in effect at the time of initial Classification, Plan Approval or Plan Review. A certificate or letter indicating Classification, Plan Approval or Plan Review by an IACS member, or a notified body recognized by ISAF shall be carried on board. A letter from the builder stating the vessel was built in accordance with the approved design shall be carried on board. (Mo0.1.2)

Current Position

3.03.1 b) A yacht of 24m in hull length and over (measured in accordance with ISO 8666) with Age or Series Date on or after 1 January 2010 shall have:

- been designed and built in accordance with requirements as from time to time specified by ISAF.
- on board a certificate of building plan review from an organization recognized by ISAF.
- on board a declaration signed and dated by the builder to confirm the yacht is built in accordance with the requirements.

3.03.2 b) A yacht of 24m in hull length and over (measured in accordance with ISO 8666), with Age or Series Date on or after 1 January 2010, if subject to any significant repair or modification to the hull, deck, coachroof, keel or appendages on or after the 1 January 2010, shall have

- the repair or modification designed and built in accordance with the requirements as from time to time specified by ISAF.
 - on board a certificate of building plan review for the repair or modification from an organization recognized by ISAF
 - on board a declaration signed and dated by the builder to confirm that the repair or modification is in accordance with the requirements.
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Reason

There currently exists significant ambiguity in the large sailing vessel designing and building arena regarding the intention and stability of the current OSR. The current wording is unclear in which standards are and will be acceptable. The proposed regulation clarifies the situation by allowing large yachts to meet the appropriate construction rules produced by a member of the International Association of Classification Societies, groups including: Lloyds, GL, DnV, ABS, etc. This will allow for flexibility in the wide arena of large sailing vessels that may be classed or have plan approval or review. For instance, large non-planing yachts may choose to class using the ABS Guide for Offshore Yachts, or a sailing school ship that occasionally races would be classed to a commercial standard, as would many large yachts intended for the charter trade. Future rules developed by IACS-member classification societies for large planning yachts would automatically be an option.