

**DRAFT SUBMISSION FOR COMMITTEE DISCUSSION****Offshore Special Regulation****Aft Watertight Bulkheads**

A submission from the Chairman of Special Regulation Sub-committee

**Proposal**

Insert new rule and renumber the existing rules.

**3.13 Watertight Bulkheads**

*multihulls also see OSR 3.05*

Mu0,1,2,3,4

**3.13.1 It is strongly recommended there should be a watertight bulkhead forward of the rudder post(s). So that in the event of stern or rudder tube damage or rudder loss the whole interior of the boat is not liable to free flooding.**

**Mo1,2,3,4**

**Current Position**

None

**Reason**

In response to a paper produced for the November 2009 conference by the Chairman stating the following:

*“Fundamentally a yacht should be able to survive the loss of its rudder and stock without sinking. However recent examples such as ‘Georgia’ the Farr 53 indicate that this is not the case. The problems extend from the fact that modern racing yachts tend to have little in the way of watertight sub-division. A bulkhead positioned forwards of the rudder stock would in most cases prevent sinking from the loss of the rudder stock. Modern yacht designers tend to cut lightning holes in bulkheads placed far aft and therefore any watertight integrity is lost. While this issue is indirectly addressed in Category 0 perhaps consideration of this issue should be taken at least down to Category 2.”*

Other instances were raised by the Committee including a J/120 in USA.

The above submission addresses this problem through a recommendation. It may be possible to introduce mandatory requirements but if this is done it would be wise to look at damage stability that goes further than the current 3.13.1.