

Submission: **SR34-07**

**Offshore Special Regulations - 3.08.3**

Companionway Hatch Sill Heights

A submission from the Chairman of Offshore Committee

Proposal:

New Rule

**3.08.4 If the companionway extends below the local sheerline and the boat has a cockpit opening aft to the sea. the boat shall comply with one of the following:**

**a) the companionway sill shall not extend below the local sheerline. Or**

**\*\***

**b) be in full compliance with all aspects of ISO 11812 to design category A**

**\*\***

**3.08.5 For boats with a cockpit closed aft to the sea where the companionway hatch extends below the local sheerline, the companionway shall** be capable of being blocked off up to the level of the local sheerline, provided that the companionway hatch shall continue to give access to the interior with the blocking devices (e.g. washboards) in place

**\*\***

Current 3.08.3 as shown below is deleted and the current 3.08.4 is renumber to 3.08.3

Current Position:

~~3.08.3 A companionway hatch extending below the local sheerline, shall:~~

~~a) not be permitted in a yacht with a cockpit opening aft to the sea (OSR 3.09.6)~~

~~**\*\***~~

~~7 b) be capable of being blocked off up to the level of the local sheerline, provided that the companionway hatch shall continue to give access to the interior with the blocking devices (e.g. washboards) in place~~

~~**\*\***~~

## 7. ISO HARMONISATION

### (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

Below is an enhanced reasoning the wording of the proposal remains virtually unchanged.

#### Reason:

With modern trends for cockpits to be open aft, this submission attempts to permit boats that comply with the legal directives for the sale of boats but not the Offshore Special Regulations. Non compliant designs seem to be mainly be on production cruiser racers.

To explain the reasoning behind the wording, it was felt to simply align the sill height requirements to the same as the ISO standard was unwise. The OSR needs to embrace the complete ISO standard as in obtaining the sill height other assumptions are made in terms of drainage time etc. so the sill heights shouldn't be taken in isolation.

Below are a few examples of designs that appear not to meet the OSR.



Manufacturer: Nautor Swan

Model: Club Swan 42

Designer: German Frers



Manufacturer: X-Yachts

Model X-35

Designer: X-Yacht Design



Manufacturer: Bavaria

Model: Match 38

## Extract of ISO 11812 and the sill height requirements

### 8.2.2 Requirements for sill height of quick draining cockpits

The required minimum sill height  $h_{s,min}$  according to boat type and design category is given in Table 5.

The value of  $h_{s,min}$  may be used in clause 9 or informative annex A when considering multi-level cockpits.

**Table 5 — Minimum values  $h_{s,min}$  for fixed sills and semi-fixed sills**

Dimensions in metres

Design category	Sailing monohulls			Non-sailing boats and sailing multihulls		
	Fixed sill	Semi-fixed sill		Fixed sill	Semi-fixed sill	
	Top of sill $h_{s,min}$	Top of fixed part $h_{s,min}/2$	Top of mobile part $h_{s,min}$	Top of sill $h_{s,min}$	Top of fixed part $h_{s,min}/2$	Top of mobile part $h_{s,min}$
A	0,3	0,15	0,3	0,2	0,1	0,2
B	0,25	0,125	0,25	0,15	0,075	0,15
C	0,15	0,075	0,15	0,1	0,05	0,1
D	0,05	0,025	0,05	0,05	0,025	0,05

NOTE The above requirements may be raised by other International Standards, such as ISO 12217.