

Submission: **SR35-07**

Offshore Special Regulations – 3.08.2

Windows/Hatches in the Side of Superstructures

A submission from the Chairman of Offshore Committee

Proposal:

3.08 Hatches & Companionways

3.08.1	No hatch forward of the maximum beam station, <u>other than a hatch in the side of a coachroof</u> , shall open in such a way that the lid or cover moves into the open position towards the interior of the hull (excepting ports having an area of less than 0.071m ² (110 sq in)).	**
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<u>3.08.2</u>	<u>A hatch fitted forward of the maximum beam station, located on the side of the coachroof, opening into the interior of the boat, and of area greater than 0.071m² shall comply with ISO12216 design category A and and be clearly labelled and used in accordance with the following instruction: “NOT TO BE OPENED AT SEA”</u> <u>Attention is drawn to SR 3.02.1 “A hull, including deck, coachroof, windows, hatches, and all other parts, shall form an integral, essentially watertight unit and any opening in it shall be capable of being immediately secured to maintain this integrity.”</u>	<u>**</u>
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Original 3.08.2 onwards is renumbered accordingly

Current Position:

N/A

Reason:

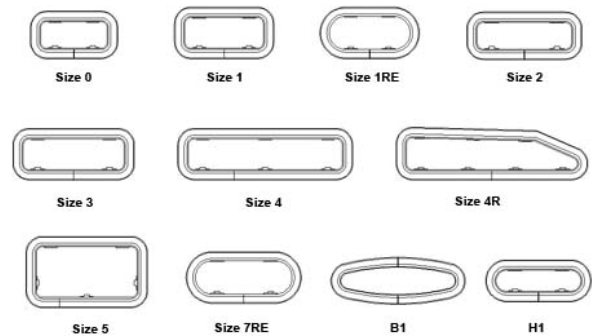
An interpretation was approved last November in regards to hatches/windows in superstructure. The interpretation stated that if the hatches were kept closed they would not be considered as openings and assumed to be part of the superstructure and therefore exempt from 4.08.1. These are now commonly fitted on boats produced by the major large volume manufacturers (e.g. Beneteau, Bavaria, X-Yachts etc.) in the coachroof as windows to make the interior more light and airy and ventilated. The intent of this submission is to make these fittings clearly permitted while keeping control on the structural specification. By making the hatches closed while racing they do not adversely effecting the watertight integrity of the hull.

This level of retrospective engineering of the special regulations should not be kept to a minimum as a general rule. Whilst we have close links with the sailors and race

organisers we need to establish better communication links and encourage/aid compliance alongside manufacturers/designers.

Below is the sizes of the standard Lewmar hatches which are one of the most common manufacturer of this product. As you can see almost all the hatches are over the maximum permitted area:

Size	h (mm)		w (mm)	Area m ²
B1	175	x	497	0.086975
H1	155	x	390	0.06045
0	176	x	323	0.056848
1	191	x	367	0.070097
1RE	191	x	367	0.070097
2	176	x	425	0.0748
3	191	x	449	0.085759
4	191	x	646	0.123386
4R	195	x	708	0.13806
4L	195	x	708	0.13806
5	264	x	449	0.118536
7RE	191	x	425	0.081175



Secretariat Notes

The minutes of the 2007 Offshore Committee / Special Regulations SC state the following:

7(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

The intent of the submission remains virtually unchanged from last year. However the wording has been redrafted by the Chairman in consultation with various committee members.

