

MINUTES - OFFSHORE SPECIAL REGULATIONS SUB-COMMITTEE



A Meeting of the Special Regulations sub-committee of the International Sailing Federation was held at 0930 on Monday 6th November 2006 at the Scandic Marina Congress Centre, Katajanokanlaituri 7, 00160 Helsinki, Finland

1.	Minutes of Previous Meeting	1	6.	Liferafts	5
2.	Offshore Special Regulations	1	7.	Training	5
3.	Developments in Offshore Racing Re Safety and Seaworthiness	3	8.	International Regulations Commisssion	5
4.	ISAF Racing Rules	4	9.	ISAF Strategic Plan	5
5.	Small craft Safety Recommendations	4	10.	Any Other Business	6

Present:

Patrick LINDQVIST (FIN) – Chairman
Jean Bertrand MOTHES-MASSE (FRA) - Vice
Chairman
Günter AHLERS (GER)
Will APOLD (CAN)

Bruce EISSNER (USA)

Giovanni IANNUCCI (ITA)
Ken KERSHAW (GBR)
Abraham ROSEMBERG (BRA)
Minoru TOMITA (JPN)

Others Present:

David Irish (ISAF Vice-Chairman)
Alan Green (Chairman of ISAF Int. Regulation
Commission)
Simon Forbes (ISAF Technical Manager)

Sten Edholm (ORC Representative)
Philip Tolhurst (Chairman of the Offshore
Committee)
Henry Thorpe (ISAF Technical Co-ordinator)

*Please refer to the **Offshore Committee** minutes of 9th November 2006 for final decisions on amendments to the Offshore Special Regulations (OSR's). Refer to the ISAF Council minutes of 10-11 November 2006 for the final Council decision on all recommendations and opinions contained within these minutes. Refer to the ISAF website, www.sailing.org for the details of the submissions and supporting papers on this agenda.*

1. MINUTES OF PREVIOUS MEETING

(a) Minutes

The minutes of the Special Regulations Sub-Committee Meeting of 7th November 2005 were noted. There were no comments arising not otherwise covered on the agenda.

2. OFFSHORE SPECIAL REGULATIONS

Recommendations to the Offshore Committee by the Special Regulations Sub-Committee in accordance with ISAF Regulations. The Offshore Committee is responsible for approving the Special Regulations on behalf of the Council and the submissions are numbered "SR" as follows

(a) OSR 3.05 Stability and Flotation - Multihulls

Submission SR1-06 from the Chairman of the International Regulations Commission

The submission was broken down into two parts

(1) The first to delete "national authority" from OSR 3.04.3

Recommendations to the Offshore Committee: Support

"It was felt that the national authority had little involvement in the process that was focused towards the race organisers."

(2) Addition of OSR 3.05.3

"It was felt that further consideration was needed before inclusion in the next edition of the OSR. It was noted that the ISO standard 12217-2 on this item for multihulls does not include a stability index, but sets parameters for determining the design category."

Recommendations to the Offshore Committee: Defer

(b) OSR 3.09.7 - Cockpit Volume

Submission SR2 - 06 from the Chairman of the International Regulations Commission was reviewed

Recommendations to the Offshore Committees: Reject

There was concern that accepting the submission could encourage large, America's Cup Class-style, cockpits.. The OSR requirements for cockpit drainage when heeled should be reviewed with the ISO standards for the next OSR edition .

(c) OSR 3.14.4 - Requirements for Pulpits, Stanchions, Lifelines on Multihulls

Submission SR3 - 06 from the Royal Yachting Association was reviewed

Recommendations to the Offshore Committees: Support

"No Comments"

(d) OSR 3.20.1 Cooking Facilities

Submission SR4-06 from US Sailing was reviewed

In discussion it was noted that from a standards perspective, production boats complying with the E.U. Recreational Craft Directive, required cooking gas installations to have an exterior stowage compartment draining overboard.

From a practical perspective it was noted that many race boats currently have a burner mounted on top of the gas canister.

Recommendations to the Offshore Committees: Defer :

The wording needed further clarification and re-submission next year. Issues to review are the exclusion of all heavier-than-air gases (LPG being one type of cooking fuel) and the possibility of allowing compressed natural gas. The maximum proposed canister size will be reviewed as to whether this is an appropriate size limit on an international basis.

(e) OSR 4.02 - Hull Marking (Multihulls)

Submission SR5-06 from the Royal Yachting Association was reviewed

Recommendations to the Offshore Committees: Accept for immediate inclusion and implementation

(f) OSR 4.20.3 Liferaft Packing and Stowage (on multihulls)

Submission SR6-06 from the Royal Yachting Association was reviewed

Recommendations to the Offshore Committees: Defer – to review the issues created by hazards such as collision and fire.

(g) OSR 6.01 Training – Percentage of crew – different categories

Submission SR7-06 from Italian Sailing Federation was received.

Recommendations to the Offshore Committees: Reject (4 in favour 5 against)

“The majority did not want to degrade the current requirements for crew training.”

(h) OSR 6.01 – Training - CPR and First Aid Training

Submission SR8-06 from U.S. Sailing was *Withdrawn*

(i) OSR 6.03 Training – CPR and First Aid

Submission SR9-06 from Yachting Australia was received.

Recommendations to the Offshore Committee: Reject

“The intent of the recommend training course is to establish a course that can be run over a weekend to maximise participation. It was however recognised that a number of countries have had to extend the first aid course to address possible liability issues within their jurisdiction.”

(j) OSR Appendix H – Code for Organisation of Oceanic Races

Submission SR10-06 was *Withdrawn*

3. DEVELOPMENTS IN OFFSHORE RACING RE SAFETY AND SEAWORTHINESS

In monitoring developments in offshore racing relative to the standards of safety and seaworthiness the committee received the following reports:

(i) Volvo Ocean Race 2005-6

Sten Edholm gave a presentation on the Volvo Ocean race with additional contributions from Stan Honey, navigator of ABN AMRO ONE. The following issues were raised for further consideration in the OSR:

- The consequences of lightning strike and the need to protect the emergency GPS and handheld communication from its effects by the use of a Faraday cage.
Review of the man overboard procedures such as the quick stop method for high speed boats
- Unreliability of RDF for man overboard personal locator beacons
- Noting the value of OSR 4.28 requirement for an emergency button which records the man overboard position on the boats navigation system, this should be extended to more categories.
- Safety Harnesses and Safety Line tethers – practical experience showed that the harnesses that were worn the most were lightweight versions made from spectra webbing with a quick release hook only at the far end of the tether. This was mainly due to bashing knuckles on the metal work of the fellow crew member working on coffee-grinder winches.
- Jackstays – due to the hazard of being washed back along the deck whilst tethered to a fore and aft jackstay – several teams sewed webbing loops onto the jackstay so that crew could clip onto these at strategic points.
- Electrical wiring – in order to save weight the wiring used had thin insulation and this failed at times due to abrasion. Carbon fibre

- battery boxes and a loose bolt also caused a fire.
 - Portable satphone in grab bag
 - Active RTE radar transponder in X-band
 - High capacity (500l/min) pumps
- (ii) A verbal report on the Transat Jacques Vabre 2005 was made with a focus on the ORMA 60 multihull class. Jacques Lehn noted the considerable evolution of the class to address safety issues with specific mention of automatic sheet release systems for solo racing and developments in structural design.
- (iii) World Speed Sailing Record Council – 20ft sports catamaran
It was noted that the annual report from the WSSRC highlighted the inclusion of formal recognition of records on 20ft catamarans with no accommodation.

4. ISAF RACING RULES

(a) RRS 49.2 - Crew Position

The Committee noted Submission 130 - 06 from the Chairman of the Offshore Committee (on behalf of the Jury at the ISAF Offshore Team Worlds). It was considered there were some good and bad points from the submission. It was considered that greater efforts should be made to ensure that the lower lifeline complied with the OSR regulations.

Recommendation to the Offshore Committee: Reject

5. SMALL CRAFT SAFETY RECOMMENDATIONS

Ken Kershaw presented a report from the working party on small craft safety.

The working group was progressing its objectives using an email rolling agenda and had decided that:

- any additional small boat regulations should like the existing OSR be based on 'environmental/venue' classification rather than on a class basis.
- there is a need to make reference in regulations for 'special needs' such as youth and disabled. (but not to create extra categories)
- only one additional Category for small boats is needed – Category 6

The working group has agreed that it still needs to consider:

- the environmental / venue definition of Category 6
- the equipment etc. content of Category 6
- possible changes to the Racing Rules to reference the Regulation categories rather than specific equipment e.g. RRS 1.2, 40.2
- the committee or committees that should become responsible for cat 6

The Committee discussed whether the terms of reference of the committee would need amending to encompass non-offshore sailing and expressed concern that they were not necessarily familiar with small boat safety issues. Gunter Ahlers expressed his concern that all small classes racing have their own safety rules which are constantly updated, and the race organisers, as

well as national governments may ask for additional safety equipment to be carried on board.

6. LIFERAFTS

One Committee member raised concern at the lack of availability of liferafts complying with the ISAF standard. An observer urged ISAF to push ISO into including the minor differences that ISAF wish to have incorporated. It was noted that OSR 4.20.5 now requires valise-packed liferafts to have an annual certificate of serving.

A paper was received from RORC following a survey of liferaft servicing stations in 12 countries regarding liferafts and faults found during servicing. The document does show a link to valise package liferafts and the need for increased servicing. The vice chairman will review the document and with RORC update the document and draft a submission to address any issues.

In general it was agreed that maintenance was an important issue for the OSR.

7. TRAINING

Jean Bertrand Mothes Masse reported that a DVD on medical issues had been developed and the possibility of making it available in English. There were currently four centres in France running ISAF Approved Training courses. Sten Edholm reported positive responses and recommended that training should be required for Category 3. Abe Rosenberg reported that some courses in Brazil conduct practical training courses with helicopters.

Note: At the Offshore Committee meeting it was agreed to circulate a questionnaire to MNAs to establish data on crew training.

8. INTERNATIONAL REGULATIONS COMMISSION

Alan Green, Chairman of the International Regulations Commission gave a verbal report. He highlighted issues that the commission were dealing with and subjects they will continue to monitor.

- AIS could be a useful tool for location of man overboard.
- Collisions with shipping containers
- 2-stroke engine pollution
- Anti-fouling legislation – biocides will be banned in Denmark from 1 January 2009.
- Lifejackets changing naming style.
- Ballast water tanks
- Freedom of navigation

9. ISAF STRATEGIC PLAN

It was noted that the Offshore Committee has been tasked to look at promoting safety in cruising boats. This is very much linked to extending the usage of the ISAF Special Regulations and making safety-training material available to all MNAS.

10. ANY OTHER BUSINESS

(a) Special Regulations review

It was agreed that a priority was a re-write of the Offshore Special Regulations to improve clarity of the requirements.

(b) ISAF Website

It was requested to add links to bodies and organisations referred to in the OSR to the Special Regulation part of the website.

(c) International Standards Organisation

Concerns were raised about availability in the public domain of ISO standards information needed by the sailor. The committee would like to support the work. In obtaining observer status for ISAF and increasing access to information standards.

(d) Interpretation of the Offshore Special Regulations on hatches OSR 3.08.1

It was noted that a large number of modern production yachts appear not to meet the requirements laid down in OSR 3.08.1 and 3.08.2(a), specifically in terms of coachroof window/hatches. In the short term it was accepted that an interpretation will be issued that these hatches shall be permanently closed while sailing.

(e) Anchor Sizes – OSR 4.06

Gunter Ahlers noted that the OSR do not specify the size of anchor. It was suggested that an appendix of recommended sizes could be added as done in Germany. Sten Edholm supported the proposal from a race organisers point of view. The majority of the committee did not support this proposal.

(f) Hull Construction standards – 3.03.1

The Committee noted a paper by Paul Miller recommending deleting 3.03.1 c), or rewording it such that it tightens the definition of construction suitability. It was requested that the matter be addressed by a submission to amend the regulations.

(g) Automatic Identification System (AIS) OSR 3.29

Sten Edholm made a presentation on the implementation schedule of AIS Class B which has already been successfully used in Volvo Baltic Race 2005, Eurocard Gotland Runt 2006 and Nokia OOPS Cup 2006. Prices for AIS Class B transponders are in the range 670 € up to 1200 €.

Yachts equipped with Class B Transponders can see all information transmitted from a SOLAS ships or an Aid to Navigation or AIS Base Station.

SOLAS ships equipped with Class A transponders will as a minimum be able see position, COG, SOG and identity (MMSI number) of a Yacht with a Class B. For a race organiser to implement AIS tracking the following steps are needed:

- Fit yachts with transponders. (MMSI and Callsign needs to be obtained by the owner. Should be available in most cases.)

- Find access to the already existing AIS land infrastructure – Governmental or commercial. (Depending on the system used it could also be required to have each yacht owners permission to distribute the data.)
- Choose the internet/website application (Various off the shelf platforms already exists that could be used as a start with a flexible potential to expand.)

The meeting terminated at 1345 with a vote of thanks to the Chairman.