

MINUTES – SPECIAL REGULATIONS SUB-COMMITTEE



A meeting of the Special Regulations Sub-Committee of the International Sailing Federation was held at 1430 on Monday 10th November 2003 at the Palacio de Congresos, Barcelona, Spain.

Present:

E. Alan Green, Chairman

Bruce Eissner

Giovanni Iannucci

Patrick Lindqvist

Abraham Rosenberg

Jean Sans

Minoru Tomita (co-option)

In attendance:

Annick Güçlü, Technical & Offshore Secretary

Observers

Boris Hepp DSV, Hans Zuiderbaan ISAF Offshore Racing Committee, Janet Grosvenor RORC, Paul King RYA, Jean-Louis Conti IMOCA, Glen Bourke – Volvo Ocean Race, Michael Devonshire, International Regulations Commission, Peter Wykeham-Martin RORC, David Kellett ISAF Vice President, Kjell Bjorking ORC, Bruno Finzi, ORC, Pierre Fehlmann FICO, Dan Nowlan, US Sailing.

Apologies

Tony Mooney and Peter Taylor

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1. MINUTES OF PREVIOUS MEETING

- (a) Minutes of the Special Regulations Sub-Committee meeting, 11th November 2002
The Committee noted the minutes of their meetings, Monday 11th November 2002.
- (b) Matters Arising
 - (i) Terms of Reference

The chairman read the terms of reference “(to be) responsible for the maintenance, revision and amendment of the Special Regulations governing Offshore Racing. It shall monitor developments in offshore racing to ensure the maintenance of standards of safety and seaworthiness.” Noted that these terms are the subject of submission 15 (see below).

2. COMMITTEE MEMBERSHIP

- (a) Committee Membership

Mr Peter Taylor had missed 3 meetings consecutively including this one and his membership was automatically ended. The sub-committee expressed support for the candidature of Minoru Tomita who had been a co-option.

(Note - under ISAF Regulations nomination or re-nomination of all sub-committee members will be required during 2004).

3. OFFSHORE SPECIAL REGULATIONS

- (a) Submission 006-03 – Definitions

The submission proposed new definitions for terms “oceanic” and “long distance” to be included in ISAF Regulations.

Opinion to Offshore Committee

The opinion of the Special Regulations Sub-Committee is to adopt the definition of “oceanic” but to reject the definition of “long distance”.

The sub-committee regretted that the submission had been published without prior consultation with any of the Offshore committees.

- (b) Submission 018-03 – Offshore Special Regulations – Regulation 15

Opinion to Offshore Committee

The opinion of the Special Regulations sub-committee is to adopt the submission but that the inclusion or not of the phrase “under licence from ORC Ltd” should depend upon appropriate legal agreement between ISAF and ORC Ltd.

The submission involved minor changes of wording.

- (c) Submission 025-03 - Policy on Updates

Opinion to Offshore Committee

The opinion of the Special Regulations sub-committee is to adopt the submission.

The proposal was that no changes should be made to Special Regulations during the 2-year validity period for each edition, except for significant matters.

- (d) Submission 026-03 – Regulations for Non-compromising Round the World Offshore Yachts

Opinion to Offshore Committee

The opinion of the Special Regulations sub-committee is to reject the submission.

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On behalf of IMOCA Jean-Louis Conti agreed to prepare and submit submissions for changes to the Special Regulations to accommodate the design developments in IMOCA and similar classes in eg companion hatches, forward pulpits and heavy weather sails.

(e) **Submission 027-03 – Canting Keels**

Opinion to Offshore Committee

The opinion of the Special Regulations sub-committee is to adopt the submission.

A working party was proposed with which the sub-committee was grateful for the co-operation and financial support of the ORC and the ITC.

The working party to comprise: Mike Urwin (Chairman), David Lyons, Jean Sans, Jean-Louis Conti, Andy Cloughton (Wolfson Unit), plus other(s) to be added by the WP.

Terms of Reference**

1. To study the safety implications of canting keel and variable ballast and to draft appropriate regulations to be included in the Offshore Special Regulations.
2. As part of this work the WP is to consider the value and implications of the 10-degree initial heeling test prescribed by some authorities.
3. The WP is to consult a representative of the authors of ISO 12217-2 (stability), the Mini Transat 6.5m class and others involved with canting keels and variable ballast.
4. The WP is to deliver an interim report by 28th February 04 and a final report by 31st July 04 to the Chairman of the Special Regulations sub Committee who will keep the Chairman of the ORC and the Chairman of the ITC fully informed and who will arrange for the necessary submission to be tabled at the November 04 ISAF conference.

(f) **Submission 028-03 – Pulpits, Stanchions and Lifelines**

Opinion to Offshore Committee

The opinion of the Special Regulations Sub-Committee is to adopt the submission.

Revised (a) permits certain permanent openings in a pulpit. (e) addresses “openable” upper rails.

Noted with appreciation that the submission supports the sub-committee’s policy of convergence with ISO standards as these standards become finalised and published.

(g) **Submission 029-03 – Marine Radio, Navigational Position-Fixing Devices**

Opinion to Offshore Committee

The opinion of the Special Regulations sub-Committee is to adopt the submission subject to minor editorial changes.

The submission specifies certain types of VHF aerial feeder, which will comply with existing Special Regulations. This information will be useful guidance to owners.

(h) **Submission 030-03 – Liferaft Stowage**

Opinion to Offshore Committee

The opinion of the Special Regulations sub-Committee is to adopt the submission.

The submission clarifies the wording of the original Regulation.

(i) **Submission 031-03 – Cockpit Knife**

Opinion to Offshore Committee

The opinion of the Special Regulations sub-Committee is to adopt the submission.

The submission extends the provision of the knife from multihulls only (where its primary purpose had been emergency capsizing prevention) to all categories.

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(j) Submission 032-03 – Storm and heavy weather sails

Opinion to Offshore Committee

The opinion of the Special Regulations sub-Committee is to adopt the submission.

The submission requires, where there is in-mast furling of a mainsail, that the trysail shall be provided with a track by which the trysail can be hoisted without the need to first remove the mainsail from the mast.

(k) Submission 033-03 – Storm and heavy weather sails

Opinion to Offshore Committee

The opinion of the Special Regulations sub-committee is to adopt the principle of the submission. The committee recommend that the wording be clarified.

The submission seeks to clarify the present Regulations.

(l) Submission 034-04 – Safety Harness and Safety Line (Tethers)

Opinion to Offshore Committee

The opinion of the Special Regulations sub-Committee is to reject the submission.

The sub-Committee noted that a majority of users of Category 4 preferred not to have mandatory Safety Harness. It is open to yachtsmen to carry such safety equipment as they wish in excess of that required by OSRs. Also an MNA, Race Organiser or Class Association may make prescriptions to this effect.

(l) Submission 035-03 – Training

Opinion to Offshore Committee

The opinion of the Special Regulations sub-Committee is to adopt the submission. The Sub-Committee recommend that a note be placed in the Appendix G Training, to be effective from 1st January 2005.

The submission was to extend the required training to Category 2.

A majority of the sub-Committee voted after some members had left due to a clash with another meeting. That vote was for a modified proposal, to print advice in the booklet in 1/04 that Appendix G training would be required in Cat 2 from 1/05 subject to confirmation in 11/04.

Noted an opinion that training in Categories with less severe conditions, may be scaled down from that required for categories 0 and 1 – however no submission had been made and no action was taken at this time.

NOTE: Following discussion at the Offshore Committee meeting, the recommendation to Council was to reject the submission. Please see the Offshore minutes for further information.

(m) Submission 036-03 – Training

Opinion to Offshore Committee

The opinion of the Special Regulations sub-Committee is to reject the submission.

The DSV advised that two statutory qualifications - the personal Trans Ocean and the Offshore Sailing Licence - included all the training required in Appendix G and OSR 6.01. The sub-committee was pleased to record its appreciation of the long-standing and effective qualification systems organised in Germany. The sub-committee noted that the DSV may, under the terms of Appendix G, issue to those Licence holders a separate certificate confirming compliance with ISAF approved training.

The German government licences are issued for life but it was noted that "ISAF" certification has a validity of 5 years from the date of the training, which must accordingly be refreshed in order to re-issue a certificate.

A proposal was made within the sub-committee for the establishment by ISAF of a central web site database of ISAF offshore training certificate holders. Some national authorities apparently

have or are developing their own versions. The proposal for a central database was not carried forward.

4. LIFERAFTS

(a) A review of developments since the last meeting

In accordance with the advice published in OSRs 2002/2003 Appendix A Part II a system of (QA) Quality Assurance will be required in the 2004-2005 version of the OSRs.

The sub-Committee agreed to the Chairman's proposal that this system will be ISO 9001 (which includes the involvement of an independent verification agency).

Neither the final liferaft standard nor the final draft (known as "FDIS") ISO 9650 has yet been published although at least one manufacturer is offering goods for sale which they claim to be in compliance with FDIS 9650.

The ISAF Appendix A Part II standard liferaft has been on sale during 2003 following the standard's publication in 2002. The ISAF standard is accepted by the UK government maritime authority (MCA) and more recently by the Australian authorities for use by commercial craft to which SOLAS standards are not applicable.

5. TRAINING

(a) A review of developments since the last meeting

ISAF Approved Certificates have been issued for training courses in France, Germany and Brazil.

Japan is preparing to introduce Appendix G training which sub-Committee cooption Minoru Tomita will introduce during 2004.

The RORC introduced a minimum training requirement for elements from Appendix G in Liferaft drill and First Aid, for the 2003 Rolex Fastnet Race, a Cat 2 event.

A training initiative in Brazil based on ISAF OSR Appendix G was co-ordinated by sub-Committee member Abe Rosemberg Carlos Brancante from the Brazilian Sailing Federation.

A highly successful weekend/3-day training course was held in Rio de Janeiro when 81 candidates took part. Not all candidates achieved the pass mark or ISAF certification but all were very enthusiastic. A repeat course will be held next year. The course received excellent support from the Brazilian Navy who are expected to recommend that Brazil extends its usage to all sailors in the community.

6. OPINIONS TO OFFSHORE COMMITTEE NOT BASED ON SUBMISSIONS RECEIVED

(a) Offshore Special Regulations – Table 3, Guidance on Application of ISO Stability Standards

Opinion to Offshore Committee

The opinion of the Special Regulations Sub-Committee is to amend Table 3 as follows:

<i>ISO/RCD Category</i>	<i>A</i>	<i>B</i>	<i>C</i>
<i>OSR Category</i>	1&2	3	4

The amendment conforms the approach taken to RCD categories in OSR 3.03 (hull construction standards) and takes a slightly more conservative approach in respect of ISO stability standards than was made in the drafting stages of ISO 12217-2.

(b) Offshore Special Regulations – Radar reflectors 4.10

Opinion to Offshore Committee

The opinion of the Special Regulations Sub-Committee is to add an advisory note to the Offshore Special Regulations explaining IMO developments around RTE's (Radar Target Enhancer).

The Chairman explained recent progress at the IMO at which the International Regulations Commission had participated including in the Working Group drafting a new international performance standard for radar reflectors for small craft. Whilst some success had been achieved in getting a limitation on size and weight nonetheless due to physics of radar an effective passive reflector could be neither very small nor very lightweight. The same restrictions do not however apply to an RTE (Radar Target Enhancer) for which the latest UK price is about £400.

NOTE: Following the meeting, the following guidance note was recommended to follow OSR 4.10:

- (a) The passive or active devices referred to in these notes and in 4.10 above are for use in the X (9 GHz) band.*
- (b) The most effective radar response from a yacht may be provided by an RTE which may be on board in addition to the required passive reflector. An RTE should conform to Recommendation ITU-R M 1176. An RTE is strongly recommended.*
- (c) The display of a passive reflector or the operation of an RTE is for the skipper to decide according to prevailing conditions.*
- (d) Attention is drawn to a new performance standard for radar reflectors in draft at IMO ref Nav 49/19 Annex 12 expected to be adopted during 2004 intended to ensure a better and more consistent level of performance than that achieved by ISO 8729 or an 18-inch octahedral. A passive reflector conforming to the new standard may be in the form of a cylinder of not more than weight 5kg, height 750mm and diameter 300mm.*
- (e) Yachts are reminded that no reflector, active or passive, is a guarantee of detection or tracking by a vessel using radar.*

(c) Offshore Special Regulations – Owners Responsibility OSR 1.1

Opinion to Offshore Committee

The opinion of the Special Regulations Sub-Committee is to adopt the terms “skipper”, “master”, “person in charge” to replace the term “owner”. The sub-committee suggested that the opinion of the ISAF Constitution Committee be sought regarding the word changes.

A question had been raised on an urgent basis by the Japan Yachting Federation where a review of regulations is being held, and a quick answer will enable the appropriate term to be include in the 2004/2005 edition of OSR's which will commence printing shortly.

7. ANY OTHER BUSINESS

(a) Sail Training International

STI recently adopted its own version of the ISAF Special Regulations in a form suitable for use by Sail Training vessels. The new revised version would be presented to an STI conference at Barcelona 14/16th November 03 to which the Chairman of the Special Regulations sub-Committee has been invited as a speaker on ISAF Offshore Special Regulations.

(b) ISO Standards

Gradually more ISO standards are being finalised which support the RCD (Recreational Craft Directive). Under European Law the great majority of craft offered for sale within the EC must comply with the RCD. In the interests of international trade many builders of craft outside the EC are also building in compliance with the RCD.

It is the policy of the Special Regulations sub-Committee to keep closely in touch with developing ISO standards (some of which are based largely on existing OSRs) in order to merge the ISOs as seamlessly as possible with OSRs for the benefit of boats both within and out of the EC.

A table of relevant ISO standards is shown in OSRs Appendix B.

(Chairman's note added after the meeting):

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A problem of availability of ISO standards has been noted. Standards in the early draft stages (sometimes an extended period) are officially available only to those working on the standards, or within a national standards organisation. Committee members needing copies for their own use should apply to the Chairman or to the ISAF Secretariat). Under the aegis of the International Regulations Commission application is in hand for ISAF to have consultative status at ISO.

(c) Offshore Special Regulations – Category 5

First published in 2003 following the work of Patrick Lindqvist's working party. The category has been published as OSR Appendix J which arrangement will continue though in the new booklet the applicable regulations will be shown in full instead of by reference as at present. Cat 5 was reported to be in limited use in the USA but no other reports were received.

(d) Number of Boats using the Offshore Special Regulations

The Chairman asked for estimates from those present of the number of boats in their areas which made use of the Special Regulations:-

Boris Hepp, Germany	total	3, 000 (to be confirmed – may be higher).
Janet Grosvenor, UK	total	1,700
Bruce Eissner, USA	total	29,000
Patrick Lindqvist, Scandinavia	total	2,500
Jean Sans, France/IMOCA/ORMA	total	200
Minoru Tomita, Japan	total	700
Abe Rosemberg, Brasil	total	700
Giovanni Ianucci, Italy	total	2,000
Hans Zuiderbaan, Netherlands	total	3,000
Tony Moony, Australia (2002 report)	total	1,200
Total estimates		50,400

The above figures are not the result of official surveys and do not take into account user numbers from countries not represented at the meeting including eg New Zealand.

Estimates were also offered from rating systems but are not recorded here as they are included in the figures given by country. OSRs are substantially in use as part of the class rules of many offshore classes (not necessarily racing under a rating rule) including eg the Volvo 60 and Volvo Open 70 classes; IMOCA and ORMA (noted above in the total from France); MaxZ86, Challenge Business, FICO and Clipper Round the-World Classes.

8. CLOSURE

(a) End of Meeting

The meeting ended at 1700 in order to facilitate members' attendance at an offshore rule presentation. The Chairman recorded that the expected additional hour (until 1800) would have been valuable debating time and that those attending future meetings should anticipate taking up the 3 ½ hours allotted.

** developed outside the meeting but recorded here for reference – eag.

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