The Special Regulations Sub-committee met at 09:30 – 18:00 hours on 7th November 2011 at the Caribe Hilton Hotel, San Juan, Puerto Rico.

Please refer to the ISAF website www.sailing.org for the details of the submissions and supporting papers on this agenda.

1. Opening of the Meeting
The Chairman welcomed members and observers to the meeting.

2. Minutes of the Previous Meeting
(a) Minutes
The minutes were noted of the Special Regulations Sub-committee meeting of 8th November 2010.

(b) Minutes Matters Arising
There were no matters arising not otherwise on the agenda.

3. Administration of Special Regulations – ISAF Regulation 30.2.1
(a) Submission 126-11 was noted from the Chairman of the Oceanic and Offshore Committee regarding administration of the Offshore Special Regulations. 

Recommendation to the Oceanic and Offshore Committee: Approve

In regard to submissions with the prefix ‘SR’ these minutes include the decisions of the Oceanic and Offshore Committee held on the 9 November 2011 which on behalf of Council, approve changes to the Offshore Special Regulations.
4. Special Regulation Submissions- General

(a) OSR 3.03 and Appendix M – Hull Construction Standards

Submission SR01-11 was received from the Chairman of the Special Regulation Sub-committee to clarify age, series date and Classification Societies for yachts over 24m.

On a proposal by David Lyons seconded by Renee Mehl:

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendments:

3.03.1 (a) first bullet point, amend to read:

“been designed, built and maintained in accordance with the requirements of ISO12215 Category A”

3.03.1 (b) first bullet point, amend to read:

“been designed, built and maintained in accordance with the requirements of a Classification Society recognized by ISAF”

(effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approved

(b) OSR 3.03 – Hull Construction Standards

Submission SR02-11 was received from US Sailing to clarify the requirements for boats over 24 metres in regards to scantlings.

Withdrawn by US Sailing.

(c) OSR 3.06 - Define the Dimensions of Monohull Exits

Submission SR03-11 was received from Yachting Australia to define the dimensions of exits for all new boats.

Sten Edholm considered the proposed timeline of ‘first launched on or after January 2012’ is too soon as boats may already be built. Ken Kershaw noted International Standards 9094-Small Craft-Fire Protection covers this and proposed that reference be made to ISO 9094, incorporate the relevant ISO diagram and summarise ISO 9094 hatch size dimensions.

On a proposal by Paddy Boyd, seconded by Ken Kershaw it was unanimously agreed:

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendments:

“ (ii) When first launched on or after January 2014 have a hatch with the following minimum clear openings in compliance with ISO 9094:

- Circular shape: diameter 450mm;

- Any other shape: minimum dimension of 380mm and minimum area of 0.18m². The dimension must be large enough to allow for a 380mm diameter circle to be inscribed.

The measurement of the minimum clear opening is illustrated in Figure 1.
(iii) when first launched prior to January 2014, if possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii); “
(effective 1 January 2012)
Oceanic and Offshore Committee Decision: Approved

(d) OSR 3.19 – Bunk Requirements
Submission SR04-11 was received from Yachting Australia to define the minimum number of bunks for Categories 0-4 and to require lee cloths, where necessary, for Cat 0,1 and 2.
Jacques Lehn noted that on multihulls, watch-keeping was often in three shifts where a requirement for bunks for one-third of the crew would be more appropriate. Sten Edholm felt that on a monohull, with the boat heeling, only half the bunks might be usable.
Ken Kershaw was concerned that ‘bunks for half the crew’ would apply to Category 3 or 4 where the number of bunks is not of such relevance to fatigue.
The committee concluded they were not convinced of the need for this submission.
On a proposal by Will Apold and seconded by Renee Mehl a motion to reject the submission was carried, with a vote of 7 to reject and 1 abstain.
Recommendation to the Oceanic and Offshore Committee: Reject
Oceanic and Offshore Committee Decision: Reject

(e) OSR 3.20 – Gas Systems Specifications
Submission SR05-11 was received from Yachting Australia to better define the stowage, use and specification of gas systems onboard.
The Committee found that proposed 3.20.7 was not specific in what was required.
Stuart Carruthers noted there were two relevant ISO standards relating to ISO TC188 Small Craft, one on LPG gas systems and one on gas stoves.
It was agreed that a review of the relevant ISO standards should be made.
On a proposal by Paddy Boyd seconded by Ken Kershaw it was unanimously agreed to reject the submission.
Recommendation to the Oceanic and Offshore Committee: Reject
Oceanic and Offshore Committee Decision: Reject

(f) OSR 3.21 - Drinking Water Tanks - Compartments
Submission SR06-11 was received from Yachting Australia to require more than one compartment for drinking water supplies in Category 2 races.

David Lyons noted that Category 2 races in Australia could be along coastlines with few harbours and scarce water supplies.

Jacques Lehn felt that the reality in European races was not the same.

It was noted that this issue could be covered by national prescription.

On a proposal to reject by Will Apold, seconded by Ken Kershaw there was a vote of 6 to reject and one abstention.

*Recommendation to the Oceanic and Offshore Committee: Reject*

Oceanic and Offshore Committee Decision: Reject

(g) OSR 3.24 – Steering Compass

Submission SR07-11 was received from Yachting Australia to better define the second compass requirements for Category 0 to 3.

On a motion to approve, proposed by David Lyons and seconded by Sten Edholm, there was a vote of 4 in favour, 4 against and 1 abstention. In view of the tie in votes, the chairman made a casting vote in favour of the motion to approve the submission.

*Recommendation to the Oceanic and Offshore Committee: Approve (effective 1 January 2012)*

Oceanic and Offshore Committee Decision: Approve

(h) OSR 3.28.4 – Sealed Battery Requirements for Categories 0 to 3

Submission SR08-11 was received from Yachting Australia to require new batteries to be of the sealed type.

Renee Mehl was concerned at added costs to boat owners.

David Irish considered that in practice new boats are supplied with sealed batteries and that sealed batteries are not significantly more expensive.

On a proposal by Abe Rosemberg, seconded by Ken Kershaw and a vote of 7 in favour and 2 abstentions:

*Recommendation to the Oceanic and Offshore Committee: Approve with the following amendment:*

“All rechargeable batteries on board shall be of the sealed type from which liquid electrolyte cannot escape. Other types of battery installed on board at 1/12 06 may continue in use for the remainder of their service lives. although it is strongly recommended that they be changed for sealed batteries as soon as possible. “

*(effective 1 January 2012)*

Oceanic and Offshore Committee Decision: Approved

(i) New OSR 3.30 – Hull Identification

Submission SR09-11 was received from Yachting Australia to require identification numbers to be displayed on the hulls in Category 0 and 1.
Sten Edholm noted that OSR 4.01.2 already provides for sail numbers and letters of the size carried on the mainsail to be displayed by alternative means when none of the sails are set.

Withdrawn by David Lyons

(j) OSR 4.03 – Plugs

Submission SR10-11 was received from Yachting Australia to permit alternative materials for plugs for through hull openings.

It was considered that soft wood plugs have proved satisfactory as a requirement. This did not preclude the carriage of additional similar devices of optional size and material.

On a proposal by Sten Edholm, seconded by Will Apold there was a vote of 8 to reject and 1 abstention.

Recommendation to the Oceanic and Offshore Committee: Reject

Oceanic and Offshore Committee Decision: Reject

(k) OSR 4.04 – Spectra Jackstay

Submission SR11-11 was received from Yachting Australia to permit spectra jackstays.

It was agreed that references to Spectra and Dyneema should be harmonised.

On a proposal by Will Apold seconded by Sten Edholm there was a vote of 8 in favour and 1 abstention.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendment:

4.04.1 (a)(ii) comprising stainless steel 1x19 wire of minimum diameter 5mm(3/16in), high modulus polyethylene (such as Dyneema/Spectra) rope or webbing of equivalent strength:

(effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approve

(l) OSR 4.05.3 – Fireblankets

Submission SR12-11 was received from the Deutscher Segler-Verband (GER) to make fire blankets mandatory on boats fitted with cooking facilities in categories 0 to 3.

Sten Edholm recommended that a fire blanket should also be required when a cooking stove is carried in all Categories.

On a proposal by David Lyons seconded by Abraham Rosemberg there was a vote of 8 in favour and one abstention to approve as amended

Recommendation to the Oceanic and Offshore Committee: Approve with the amendment that it applies to all Categories.(effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approve

(m) OSR 4.07 and 4.23.2 – Flashlights

Submission SR13-11 was received from the Royal Yachting Association (GBR)
to clarify that one high-powered light satisfies the requirements of 4.23.2 and 4.07.

It was agreed to amend the first two paragraphs of the submission.

On a proposal by Ken Kershaw, seconded by Paddy Boyd there was a unanimous vote in favour to approve as amended.

**Recommendation to the Oceanic and Offshore Committee: Approve as amended:**

“The following shall be provided:

a) A watertight, high-powered searchlight, suitable for searching for a person overboard at night and for collision avoidance with spare batteries and bulbs, and “

**(effective 1 January 2012)**

Oceanic and Offshore Committee Decision: Approve

(n) OSR 4.08 – First Aid Manual

Submission SR14-11 from Sten Edholm adding two books to the recommended First Aid Manuals.

On a proposal by Sten Edholm, seconded by Abraham Rosemberg there was a unanimous vote to approve.

**Recommendation to the Oceanic and Offshore Committee: Approve with the following amendments:**

4.08.1 (c) delete: "An English translation may be available"

**(effective 1 January 2012)**

Oceanic and Offshore Committee Decision: Approve

(o) OSR 4.10 – Radar Reflectors

i) Submission SR15-11 was received from the Deutscher Segler-Verband (GER) to reduce the size specification for the radar reflector in at least Cat 3 and 4.

ii) Submission SR38-11 was received from the Chairman Special Regulations Subcommittee on behalf of Stuart Carruthers to align OSR 4.10 with the revised ISO 8729.

After a discussion of the two submissions SR15-11 and SR38-11 it was agreed to defer both for further consideration by a working party of Will Apold(Chair), Stuart Carruthers, Sten Edholm and Stan Honey. For the 2012 OSR publication it was agreed to make editorial housekeeping amendments regarding the references to ISO and ITU standards in 4.10.2, 4.10.3. and the reference to ‘AIS’ in the heading of OSR 4.10.

**Recommendation to the Oceanic and Offshore Committee: Defer**

Oceanic and Offshore Committee Decision: Defer

(p) OSR 4.16 – Bosun’s Chair

Submission SR16-11 was received from Yachting Australia to require the carrying of a Bosun’s Chair or Climbing Harness.

It was considered that a Bosun’s chair was not suitable for use in a seaway and that it was not essential to adopt this submission.
On a proposal to reject by Renee Mehl seconded by Ken Kershaw, the vote was 8 to reject, 1 abstain.

Recommendation to the Oceanic and Offshore Committee: Reject
Oceanic and Offshore Committee Decision: Reject

(q) OSR 4.20.5 – Liferaft Servicing and Inspection
Submission SR17-11 was received from the Royal Yachting Association (GBR) to define the maximum servicing period for an ISO 9650 liferaft.

It was considered that annual inspection rather than annual servicing would be appropriate.

On a proposal by Ken Kershaw, seconded by Renee Mehl the submission as amended was supported by a vote of 6 in favour and three against.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendment

“e) A liferaft built to ISO 9650-Part 1 Type-Group A, packed in a valise shall be inspected annually by an approved manufacturer’s agent and serviced as necessary”

(effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approve

(r) OSR 4.20.2 – Liferaft Construction and Packed Equipment
Submission SR18-11 was received from the Royal Yachting Association (GBR) to remove the ORC liferaft specification as being acceptable from Jan 2013.

Ken Kershaw highlighted the superior specifications of the ISO liferaft.

Sten Edholm and Renee Mehl were concerned about the costs involved in replacing liferafts which were still in serviceable condition.

On a proposal by Renee Mehl seconded by Sten Edholm there was a vote of 6 to reject, 2 in favour 1 abstain

Recommendation to the Oceanic and Offshore Committee: Reject
Oceanic and Offshore Committee Decision: Reject

(s) OSR 4.22.4 – Lifebuoy Specification
Submission SR19-11 was received from Yachting Australia to prohibit white lifebuoys.

It was felt the submission was too wordy and that the time scale too short. Revised simplified wording as a recommendation was accepted.

On a proposal by Paddy Boyd, seconded by Sten Edholm there was an unanimous vote to approve.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendment

“4.22.5 It is recommended that the colour of each lifebuoy be a safety colour in the yellow-red range.”

Oceanic and Offshore Committee Decision: Approve
(t) OSR 5.01 – Lifejacket Inflation Methods
Submission SR20-11 from Ken Kershaw to clarify that both automatic and manually active lifejackets are permitted.
Stan Honey advised that the crew on many offshore boats that he had been involved with, make individual decisions and that entrapment issues are a major concern.
On a proposal by Ken Kershaw, seconded by Will Apold there was a vote of 7 in favour and 2 against

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendment (effective 1 January 2012)
Bullet point 4 to read: “If of an inflatable type either”

Oceanic and Offshore Committee Decision: Approve

(u) OSR 5.07 – Personal Locator Beacon (PLB)
Submission SR21-11 was received from Yachting Australia to require PLBs for each crew member in Category 1 and 2.
The Committee considered that requiring all crew to have GPS capable 406Mhz PLBs by 1 July 2015 was not appropriate as technology is developing very quickly in this area and other options may be appropriate such as AIS.
On a proposal by Patrick Lindqvist, seconded by Renee Mehl with a vote of 6 to reject and 1 abstain

Recommendation to the Oceanic and Offshore Committee: Reject

Oceanic and Offshore Committee Decision: Reject

(v) OSR Appendix K – Limitations on Moveable and Variable Ballast
Submission SR22-11 was received from the IRC Rating System and the Royal Yachting Association to limit the maximum static heel angle when variable and moveable ballast are used.
David Lyons felt that the yacht design community needed to be consulted before the proposal was implemented.
On a proposal by Abraham Rosemberg, seconded by Will Apold there was vote of 4 to defer, 1 abstain and 1 against.

Recommendation to the Oceanic and Offshore Committee: Defer

Oceanic and Offshore Committee Decision: Defer

(w) OSR Appendix J - Companionway Sill Height
Submission SR23-11 was received from the Chairman to amend Appendix J- Category 5 companionway sill height requirement in order harmonise with other Categories.
On a proposal by Paddy Boyd, seconded by Sten Edholm the submission was unanimously approved.

Recommendation to the Oceanic and Offshore Committee: Approve (effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approve
OSR New Appendix – Pain Chart
Submission SR24-11 was received from Yachting Australia to include the diagrammatic human pain chart.

The Committee considered that the proposal was not internationally well established.

On a proposal by Paddy Boyd, seconded by Renee Mehl the submission was unanimously rejected.

Recommendation to the Oceanic and Offshore Committee: Reject
Oceanic and Offshore Committee Decision: Reject

OSR Appendix H – ISAF Code for the Organisation of Oceanic Races
Submission SR39-11 was received from Sten Edholm to revise Appendix H.

Sten Edholm was thanked for his work on the proposal.

On a proposal by Paddy Boyd, seconded by Abraham Rosemberg the submission was unanimously approved.

Recommendation to the Oceanic and Offshore Committee: Approve (effective 1 January 2012)
Oceanic and Offshore Committee Decision: Approve

OSR 1.02 Responsibility of the Person in Charge
Submission SR40-11 was received from the Chairman on behalf of RORC to nominate a replacement Person in Charge to cover the eventuality of the Person in Charge becoming incapacitated.

It was recommended that event organisers make a provision on crew list forms to identifying the skipper and second in command.

On a proposal by Ken Kershaw, seconded by Will Apold the submission was unanimously approved.

Recommendation to the Oceanic and Offshore Committee: Approve (effective 1 January 2012)
Oceanic and Offshore Committee Decision: Approve

OSR 5.01 Lifejacket
Submission SR41-11 was received from the Chairman on behalf of RORC to define the purpose of crotch/thigh straps. Ken Kershaw gave a powerpoint presentation highlighting a fatal incident this year. Nils Nordenstrom also made a powerpoint presentation.

On a proposal by Ken Kershaw, seconded by Renee Mehl the submission was unanimously approved as amended.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendment:

b) Note: delete ‘bladder’, insert ‘buoyancy elements’
(effective 1 January 2012)
Oceanic and Offshore Committee Decision: Approve
(bb) **OSR 5.02 Safety Harness and Safety Lines (Tethers)**

Submission SR42-11 was received from the Chairman on behalf of RORC to recommend the use of the shortest tether length.

On a proposal by Paddy Boyd, seconded by Sten Edholm the submission was unanimously approved.

*Recommendation to the Oceanic and Offshore Committee: Approve (effective 1 January 2012)*

Oceanic and Offshore Committee Decision: Approve

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5. **Special Regulation Submission - Lifelines**

(a) **Submissions concerning guardwires in the Racing Rules.**

Submission 163-11 was noted from the Deutscher Segler-Verband on ‘RRS 49.2 Crew Position’ – regarding lifeline material.

Submission 164-11 was noted from the Chairmen of the Racing Rules and Oceanic and Offshore Committees on ‘RRS 49.2 Crew Position’ – regarding lifeline material.

(b) **OSR 1.03.1 – Definition Table**

Submission SR25-11 from US Sailing to make the definition table line up with the change in the special regulations which now permit dyneema lifelines.

On a proposal by Paddy Boyd, seconded by Renee Mehl the submission was unanimously approved.

*Recommendation to the Oceanic and Offshore Committee: Approve (effective 1 January 2012)*

Oceanic and Offshore Committee Decision: Approved

(c) **OSR 3.14.6 - Lifeline Minimum Diameters, Required Materials, Specifications**

Submission SR26-11 was received from the Chairman to permit spectra as well as dyneema and to add recommendations on the installation of rope lifelines.

On a proposal by Patrick Lindqvist and seconded by Abraham Rosemberg the submission as amended was unanimously approved.

*Recommendation to the Oceanic and Offshore Committee: Approve with the following amendments:*

a) Single-braided **High Modulus Polyethylene (HMPE)** (Dyneema®/Spectra® or equivalent) rope

e) When HMPE (Dyneema®/Spectra®) is used, it shall be spliced in accordance with the manufacturer’s recommended procedures.

(delete remaining proposed text of (e)).

*effective 1 January 2012*

Oceanic and Offshore Committee Decision: Approved

(d) **OSR 3.14.2 – Mandatory Requirement for Lifeline to be “taut”**
Submission SR27-11 was received from US Sailing to change the definition of ‘taut’ from an optional guideline to a mandatory requirement.

RORC Rating presented a paper on tests conducted regarding the tension of a lifeline and the deflection created by loads up to 50N. The paper concluded that few boats comply with the current recommended tension guideline and that to make it mandatory would be impractical.

It was agreed to appoint a working party of Renee Mehl and James Dadd with additional members to review the subject.

On a proposal by Patrick Lindqvist, seconded by Sten Edholm the submission was unanimously deferred.

Recommendation to the Oceanic and Offshore Committee: Defer

Oceanic and Offshore Committee Decision: Defer

(e)

6. Special Regulation Submissions - Storm & Heavy Weather Sails

(a) An update was not available from the Working Party.

(b) OSR 4.26.2(a) – High Visibility Areas on Storm Sails

Submission SR28-11 was received from the Chairman to clarify the recommendation for coloured sail cloth and high visibility patches.

Recommendation to the Oceanic and Offshore Committee: Reject as intent is taken up in amended SR29-11

Oceanic and Offshore Committee Decision: Reject

(c) OSR 4.26.2(a) – Mandatory High Visibility Areas on Storm Sails

Submission SR29-11 was received from Yachting Australia regarding high visibility areas on storm sails.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendments:

a) Every storm jib shall either be of highly-visible coloured material (eg dayglo pink, orange or yellow) or have a highly-visible coloured patch at least 50% of the area of the sail (up to a maximum diameter of 3m) added on each side; and also that a rotating wing mast should have a highly-visible coloured patch on each side. A storm sail purchased after January 2014 shall have the material of the body of the sail a highly-visible colour.

(effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approved

(d) OSR 4.26.4(b) – Method of Calculating Heavy Weather Jib Area Measurement

Submission SR30-11 was received from the Chairman to use ERS definition for the calculation of sail area measurements

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approve

(effective 1 January 2012)
(e) **OSR 4.26.4(c) – To use ERS terms for Storm Trysails Measurements**
Submission SR31-11 was received from the Chairman to use ERS terms for Storm Trysails measurements and calculation of area.

*Recommendation to the Oceanic and Offshore Committee: Approve*

*Oceanic and Offshore Committee Decision: Approve (effective 1 January 2012)*

(f) **OSR 4.26.4(f) – Allowing Reefable Heavy Weather Jibs**
Submission SR32-11 was received from the Royal Yachting Association (GBR) to permit reefs in heavy weather jibs.

*Recommendation to the Oceanic and Offshore Committee: Approve*

*Oceanic and Offshore Committee Decision: Approve (effective 1 January 2012)*

(g) **OSR 4.26.4(g) – Removing the Requirement for a Reefable Main or Trysail in Cat 4**
Submission SR33-11 was received from the Chairman to remove the requirement for a reefable mainsail and/or trysail in Category 4.

*Recommendation to the Oceanic and Offshore Committee: Approve (effective 1 January 2012)*

*Oceanic and Offshore Committee Decision: Approve*

(h) **OSR 4.26.4(i) – Housekeeping on Materials of Construction of Sails**
Submission SR34-11 was received from the Chairman to tidy up the wording.

*Recommendation to the Oceanic and Offshore Committee: Approve (effective 1 January 2012)*

*Oceanic and Offshore Committee Decision: Approve*

(i) **OSR 4.26.4(j) – Dedicated Storm Trysail Tracks or Stay**
Submission SR35-11 was received from the Chairman to recommend a dedicated storm tracks or stay for setting of a storm trysail.

*Recommendation to the Oceanic and Offshore Committee: Approve with the following amendment*

*Retain existing text and merge paragraphs a) and b) of submission into one paragraph.*

*(effective 1 January 2012)*

*Oceanic and Offshore Committee Decision: Approve*

(j) **OSR 4.26.4(k) – Inner Stay for the Storm Jib**
Submission SR36-11 was received from the Chairman to recommend an inner stay for setting of a storm jib.

*Recommendation to the Oceanic and Offshore Committee: Approve for Categories 0,1,2 (effective 1 January 2012)*
7. Special Regulation - Training

(a) Yacht training
   i) Submission 041-11 was noted from Chairman, Development and Youth Committee regarding ISAF yacht training resources.
   ii) Submission 042-11 was noted from Korea Sailing Federation regarding ISAF yacht training resources.
   iii) Submission 043-11 was noted from Royal Netherlands Yachting Union regarding recognition of yachting in ISAF Learn to Sail program.
   iv) Submission 044-11 was noted from Korea Sailing Federation regarding recognition of yachting in ISAF Recognised Training Program.
   v) Submission 045-11 was noted from South African Sailing regarding recognition of yachting in ISAF Recognised Training Program.

(b) A report was received on the annual MNA Sea Survival Participations Questionnaire

(c) The Secretariat showed an illustrated draft of an ISAF Offshore Personal Safety book and gave a verbal update on the production of training resources to accompany the Offshore Special Regulations. Henry Thorpe thanked Tony Mooney, Boris Hepp and particularly Ron Trossbach for their input.

(d) OSR – Category 0 Medical Training Requirements
Submission SR37-11 was received from Sten Edholm to amend an error in the November 2010 revision of the OSR training requirements. At least two medically trained crew members are required to be in line with Category 1 and the current edition of the OSR.

Recommendation to the Oceanic and Offshore Committee: Approve (effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approve

8. Working Party Reports

(a) Cockpit Volume OSR 3.09.7
   A report was received on cockpit volume calculation from David Lyons.
   It was agreed to attach the report as an Appendix to these minutes for further consultation with the yacht design community with a view to a submission being presented at the next meeting.

(b) Hatches/Downflooding OSR 3.08.3
   The proposed text in the 2010 minutes had not been adopted by a submission and remains as work in progress for the future.

(c) Crotch Strap Working Party
   The Crotch Strap working party chaired by Ken Kershaw did not present a report, though the subject was discussed under submission SR-41. Ken Kershaw made a powerpoint presentation supporting the deletion of the text:
   "Crotch straps or thigh straps together with related fittings and fixtures should
be strong enough to lift the wearer from the water.” and Nils Nordenstrom made a powerpoint presentation supporting the retention of the text.

9. Race Incident Reports

(a) A summary was received from the Secretariat highlighting known incidents that have occurred during races in the past year.

(b) RORC Rolex Fastnet Race – ‘Rambler 100’ capsize.
   i) Renee Mehl advised that a US Sailing report on the incident was available on the ussailing.org website.
   ii) Paddy Boyd advised that the Irish Marine Casualty Investigation Board are undertaking an investigation. He had contacted RTE Irish Television regarding a documentary of the incident which could be made available as a training resource for offshore sea survival courses. As an observer, Mike Urwin advised that his understanding was that the MCIB investigation would not include the reasons for the failure of the keel.
   iii) As an observer, Andrew McIrvine (RORC Commodore) advised that RORC had established a group to learn lessons from the incident.
   iv) Paddy Boyd highlighted concern at the failure to quickly alert other nearby competing boats to the incident.

(c) Chicago-Mackinac Race – ‘Wing Nuts’ capsize
   As an observer, Dan Nowlan highlighted a US Sailing report on the incident which is also available on ussailing.org website.

A working party was appointed of Sten Edholm(Chairman), Paddy Boyd, Patrick Lindqvist and Renee Mehl to co-ordinate recommendations from the various parties for incorporation in to future editions of the Special Regulations.

10. International Regulation Commission

Stuart Carruthers gave a verbal report as Chairman of the International Regulations Commission.

Representation of ISAF had been made at International Maritime Organisation (IMO) on bio-fouling and the transfer of invasive species.

ISAF had been advised on piracy near the Gulf of Aden and the Somali Basin and published a warning notice on sailing.org. This had also resulted in the Volvo Ocean Race having to make amendments to their course.

IMO Sub-committee on Radio Communications and Search and Rescue (COMSAR) had updated a document on Basic Safety Guidance for Yacht Races or Oceanic Voyages by non-Regulated craft. After discussion with ISAF committees, it was agreed Stuart would co-ordinate with Sten Edholm on any suggested amendments on behalf of ISAF and pass these comments back to IMO.

IMO is also reviewing new technology in relation the Global Maritime Distress Safety System (GMDSS) and this will be monitored on the basis that small craft may not always have access to new technology and that alerting by satellite may not always be the quickest means of seeking assistance in coastal waters.

Automatic Identification Systems (AIS) – there is a working party looking at Virtual Aids to
Navigation (AtoN) rather than physical markers, concern is that some AIS receivers for recreational craft are not able to process and display this information on the screen. IMO is also looking at the satellite detection of AIS signals, as the signal goes 40 miles sideways and 400 miles upwards.

The IMO Safety of Navigation Committee (NAV) is looking at renewable energy offshore installations such as windfarms which in areas east of the UK are cramping the routes available for recreational vessels outside of commercial shipping lanes.

The International Regulations Commission also monitor developments in International Standards Organisation (ISO) standards where ISAF Special Regulations Sub-Committee took the initiative in adopting ISO Scantlings requirements. Currently looking at a review of ISO Man Overboard Prevention and Recovery, and incorporation of LED Navigation Lights.

There is a proposal for a revised EU Recreational Craft Directive and this will be monitored. Also within Europe there is scrutiny of the IMO document ‘Recommended Guidelines for the security of non-SOLAS Craft’, which might make some recommendations mandatory, these developments are being monitored.

At the last ISAF meeting, there was a request to look at standardisation of Distress Flares. It seems that this is beyond the competence of ISO. There is a view that distress flares may become obsolete as they are becoming increasingly expensive to dispose of.

11. **Any Other Business**

There being no other business the meeting closed at 17:57.