The Special Regulations Sub Committee met at 09:30 – 18:00 hours on the 9th November 2009 at the Paradise Hotel, Busan, Korea

Please refer to the ISAF website www.sailing.org for the details of the submissions and supporting papers referred to on these minutes.

1. Opening of the Meeting
   The Chairman welcomed the members to the new committee as they introduced themselves.

2. Minutes of the Previous Meeting
   (a) Minutes
       The minutes of the Special Regulation Sub-committee meeting of 10th November 2008 were noted.
   (b) Minutes Matters Arising
       There were no matters arising not otherwise covered on the agenda.
3. **Offshore Special Regulations**

Recommendations to the Oceanic and Offshore Committee which in accordance with ISAF Regulation 36.1.1 is responsible for approving the Special Regulations on behalf of Council. The Special Regulations submissions are numbered “SR”

(a) **OSR 3.08.3 – Hatches / Downflooding**

Submission SR01-09 was received from US Sailing.

Renee Mehl explained the background to the submission which was that OSR 3.08 had been amended in 2008 and 2009 and Interpretation 1 was withdrawn which considered that a hatch only included openings that a person could pass through.

Ken Kershaw felt that the proposed text needed revising as some references were not compatible with the ISO standards.

Paddy Boyd was concerned at the retrospective effects on existing boats of any new regulation.

Renee Mehl noted that the issue of sliding windows should also be addressed.

Ken Kershaw felt the first issue was to decide what was wanted by the OSR. He also noted that the ISO Design Category was not necessarily the same as the OSR Event Categories.

David Lyons suggested that the OSR should refer to the ISO Standards and then if there is expert knowledge that suggests additional requirements, these could be added.

Sten Edholm noted that requiring boats in OSR Category 4 to comply with ISO Design Category A was beneficial but the consequences in some cases were a bit strong.

The consensus was that the submission had some merits but ideally it should be simplified.

On a proposal by Will Apold seconded by Renee Mehl it was unanimously agreed to defer the submission.

**Recommendation to the Oceanic and Offshore Committee:** Defer – and appoint a working party of: David Lyons, (Chairman), Renee Mehl and Ken Kershaw to rework submission.

**Oceanic and Offshore Committee Decision: Defer**

(b) **OSR 3.14.6 – Dyneema Guard Rails**

Submission SR02-09 was received from the Offshore Racing Congress.

Sten Edholm felt that it was time for the OSR to accept new developments.

Renee Mehl noted that the change would have an effect on boat weight and that there should be data from Melges 24 and 32 regarding breakages of Dyneema hiking lines.

It was decided that the choice of permitted materials should be clearly specified at the beginning of the Regulation. Although it was suggested not to specify the Dyneema® trade name, following input from the submitter it was concluded that it was important to specify the material and it was noted that Spectra is produced under licence from Dyneema® and can be considered the same. It was noted that synthetic line is permitted by ISO Standard 15085 Man Overboard Prevention and Recovery. It was
agreed that the principle of recommending grades of Dyneema® was in line with the current document which recommends the grade of stainless steel.

On a vote of 7 in favour and 2 against it was agreed to support the submission with amendments to provide more clarity:

**Recommendation to the Oceanic and Offshore Committee: Approve** as amended, delete present 3.14.6 and insert:

3.14.6 Lifeline Minimum Diameters, Required Materials, Specifications

a) Lifelines shall be of:
   - stranded stainless steel wire or
   - double-braided Dyneema® rope

b) The minimum diameter is specified in table 8 below.

c) Stainless steel lifelines shall be uncoated and used without close-fitting sleeving, however, temporary sleeving may be fitted provided it is regularly removed for inspection.

d) *When stainless wire is used, Grade 316 is recommended.*

e) *When Dyneema® is used, Grade SK75 or SK78 is recommended.*

f) A taut lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm (4 in). This lanyard shall be replaced annually at a minimum.

g) All wire, fittings, anchorage points, fixtures and lanyards shall comprise a lifeline enclosure system which has at all points at least the breaking strength of the required lifeline wire.

<table>
<thead>
<tr>
<th>LOA</th>
<th>minimum wire or rope diameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>under 8.5 m (28ft)</td>
<td>3 mm (1/8 in)</td>
</tr>
<tr>
<td>8.5m - 13 m</td>
<td>4 mm (5/32 in)</td>
</tr>
<tr>
<td>over 13 m (43 ft)</td>
<td>5 mm (3/16 in)</td>
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</tbody>
</table>

**Oceanic and Offshore Committee Decision: Approve as amended by SRSC**

(c) OSR 5.01 – Lifejackets

Submission SR03-09 was received from the Royal Yachting Association.

It was noted that the submission proposed amendments to reflect the requirements of ISO 12402 and remove duplication of these from the OSR text.

In supporting the submission Sten Edholm advised that he planned to propose a submission next year which would include a requirement for splashguards in Category 1 and 2 races.

Renee Mehl proposed that the summary at the end of the submission be placed at the beginning. Will Apold felt that the required items, such as a whistle, should be clearly stated in the OSR.

On a proposal by Renee Mehl, seconded by Will Apold on a unanimous vote the submission was approved as amended.

**Recommendation to the Oceanic and Offshore Committee: Approve as amended:**
Special Regulations Sub Committee (cont.)

Move asterisk note from end to (a). and add:

5.01.4: “The person in charge shall personally check each lifejacket at least once annually.”

Oceanic and Offshore Committee Decision: Approved as amended by SRSC

(d) OSR 5.02 - Safety Harness and Safety Lines (Tethers)

Submission SR04-09 was received from the Royal Yachting Association. It was noted that the proposed amendments are to prohibit harnesses and safety lines of more than 9 years of age due to possible degradation of strength.

Amendments to the submission were proposed including the deletion of ‘may’ and inserting ‘shall’ in the second sentence, deleting ‘shall not be included’ and inserting ‘are not permitted’ and re-arranging the sentences for clarity.

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

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

<table>
<thead>
<tr>
<th>5.02.1</th>
<th>Each crew member shall have a harness and safety line that complies with EN1095 ISO 12401 or equivalent with a safety line not more than 2m in length.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Harnesses and safety lines manufactured prior to Jan 2010 shall comply with either ISO 12401 or EN 1095</td>
</tr>
<tr>
<td></td>
<td>Harnesses and safety lines manufactured prior to Jan 2001 are not permitted.</td>
</tr>
</tbody>
</table>

Oceanic and Offshore Committee Decision: Approve as amended by SRSC

(e) OSR 2.01 – Categories of Events

It was noted that Submission SR09-09 from IRC Rating System was withdrawn.

Paddy Boyd felt that the submission raised issues that needed consideration. Sten Edholm felt that an important issue in determining the Race Category was the variation in available Search and Rescue coverage and advised that he planned to make a submission for next year.

Alan Green (observer) felt that in reviewing the Categories it should be made plain that the status quo is an option and noted that, for instance 600 mile races such as the Fastnet were Category 2 whereas the Carribean 600 was Category 3.

4. OSR Structural Design Requirements

(a) Jason Smithwick and Ken Kershaw gave a progress report regarding the implementation of the new OSR plan review requirements.

Following the November 2008 decisions, a program to appoint ISAF Recognised Notified Bodies was implemented.

An invitation to express interest was circulated in December 2008 which was a 4 page questionnaire covering –ballasted sailing yacht experience, accreditation, auditing, insurance etc.

Notified bodies were appointed in March 2009 and supplied with the full system specification including fees, procedure and responsibilities.
Currently the ISAF Recognised Notified Bodies are:

i) Germanischer Lloyd AG (GER)

ii) RINA S.P.A. (ITA)

iii) VTT Finland (FIN)

iv) Det Norske Veritas AS – DNV (NOR)

v) ICNN (FRA)

vi) IMCI (BEL)

vii) HPI Verification (GBR)

viii) RYA (GBR)

Updates will be posted at: [www.sailing.org/specialregs](http://www.sailing.org/specialregs)

The Notified body issues a certificate with a unique certificate number obtained from ISAF. Prices being Custom / one off certificate - £50, Series production certificate - £250.

It was noted that ISO 12215 Parts 5 and 8 (Hull and Rudder) are full ISO Standards. However as ISO 12215 Part 9 (Keels and Appendages) – is still to be finalised, (hopefully in early 2010), it was necessary for ISAF to issue guidance regarding use of Part 9 with other recognised standards.

OSR Interpretation 8 was issued regarding Age and Series Date and concerns regarding Age and Series date, Repair and Modification and Multihulls are addressed in Submission SR05-09.

It was noted that the case of the Australian yacht Excalibur had been discussed in the International Regulations Commission meeting where it was questioned whether ISAF should take an interest in the stages between approval of the plans and a yacht being launched.

David Lyons felt that a submission next year was likely proposing that a survey be conducted to check that the keel would not fall off.

Ken Kershaw noted that the International Regulations Commission had proposed that some guidance to owners be published that this plan review does not include inspection. However for yachts over 12 metres with a CE mark, the Notified Body will have undertaken some inspection at the boatyard.

Haluk Suntay felt there was no proper consistency among the Notified Body’s individual rules. Jason Smithwick advised that Notified Bodies use ISO 12215 so that they are using the same design criteria.

Haluk Suntay felt that the requirements should be expanded to include in-build survey. He was advised that the procedure is that this would need to be proposed by a formal submission for the next meeting.

(b) Submission SR05-09 was received from the Chairman in response to questions raised during the year by the new ISAF recognised ‘Notified Bodies’.

Alan Green questioned who would be consulted with reference to the note in 3.03.2, “* or as from time to time specified by ISAF”.

Jason Smithwick confirmed that it would be the Special Regulations Sub-committee.

Sten Edholm hoped that detailed references to boats built between 1986 and 1988 could be deleted from the OSR.
Secretariat Note: Subsequent to the meeting it was noted that Table 2 should be deleted as OSR 3.03 now only refers to boats built after 1 January 2010. Table 2 remains in Appendix M.

On a unanimous vote it was agreed to support the submission.

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

5. Storm & Heavy Weather Sails - Area

(a) General Discussion

It was noted that at the 2008 ISAF Annual Conference a decision was made to reduce the storm sail areas effective January 2010.

Following representations from RORC, it was agreed to conduct an electronic email vote of the Special Regulations and Oceanic and Offshore Committee to propose grandfathering of all existing storm sails built prior to 2010. The proposal was approved by both committees and it was agreed to form a working party to look into the issue and it was hoped this working party would be able to report to the November 2009 meetings. Unfortunately the working party had been unable to reach a consensus.

(b) OSR – Storm Sails Area

Submission SR06-09 was received from the Royal Yachting Association.

As Submission SR10-09 was voted and approved first, the RYA representative withdrew Submission SR 06-09.

(c) Supporting Paper

The supporting paper submitted by the Royal Yachting Association on behalf of the Royal Ocean Racing Club was noted which highlighted issues relating to the 2009 approved reduction in storm sail areas.

(d) OSR – Storm Sails Area

Submission SR10-09 was received from the IRC Rating System proposing that the maximum storm sail sizes in 2008-2009 OSR be retained until such time as the working party have had sufficient time to make their report and give any recommendations.

On a proposal by Paddy Boyd, seconded by Renee Mehl the submission was approved unanimously. It was proposed that a draft report should be prepared by 1 July 2010, with comments by 1 September in time for a formal submission by 20 September 2010. It was also agreed that the working party should comprise an independent Chairman, GBR and NOR representatives, David Lyons and a sailmaker and should consult freely with people with experience of the issues involved.

Recommendation to the Oceanic and Offshore Committee: Approve

Offshore Committee Decision: Approved

(e) OSR 4.26 – Storm Trysails

Submission SR08-09 was received from the IRC Rating System proposing to remove the requirement for a 40% reefable mainsail or a trysail in Category 4.

Mike Urwin (observer) on behalf of IRC Rating System withdrew the submission – for further consideration by the storm sail working party.
6. Training

(a) ISAF Offshore Personnel Sea Survival Course

The results of the annual MNA questionnaire regarding the availability and attendance at sea survival courses was noted.

Sten Edholm highlighted that he planned to present a submission to the next meeting that in Category 3 races, at least one member of the crew shall have undertaken training.

(b) Appendix G – One Day Refresher Courses to Full Training Course

Submission SR07-09 was received from the Swedish Sailing Federation about a reduced one day syllabus for people needing to revalidate their training after five years.

On a proposal by Sten Edholm, seconded by Will Apold the submission as amended was unanimously approved.

Recommendation to the Oceanic and Offshore Committee: Approve with Item 6 amended to state: “Medical and/or Fire-fighting training as appropriate regarding national regulations.”

Oceanic and Offshore Committee Decision: Approved with SRSC amendment

7. Deferred Submissions

(a) OSR 3.14 – Pulpits, Stanchions, Lifelines

Deferred submission SR02-08 from US Sailing was received.

It was noted that the Equipment Control Sub-Committee have planned an ERS Working Party meeting in January 2010 with the issues raised by submission SR02-08 on the agenda.

Recommendation to the Oceanic and Offshore Committee: Defer for advice from ERS Working Party

(b) OSR 5.02.1 – Mandatory Crotch Straps for Safety Harness

A report was received from Alan Green, chairman of the Crotch Strap Working Party. The working party had been formed as a result of deferred submission SR06-08 from the Norwegian Sailing Federation. The report refers to OSR 5.01 Lifejacket and 5.02 Safety Harness and Safety Lines (Tethers).

Paddy Boyd noted that wearability was a major issue and that the UK RNLI kit weighed 6kg and that ISAF should be promoting the wearing of lifejackets.

On a proposal by Ken Kershaw seconded by Abe Rosemberg, on a unanimous vote it was agreed to reject SR06-08 and adopt the Working Party’s report which considered the issues raised.

Recommendation to the Oceanic and Offshore Committee:

Reject SR06-08 and:

i) that OSR 5.02 be amended from 1/10 to give advanced notice that harnesses shall be fitted with crotch or thigh straps as from 1/11
ii) that OSRs 5.01 and 5.02 be amended from 1/10 by adding the recommendation that: “Crotch straps or thigh straps together with related fittings and fixtures should be strong enough to lift the wearer from the water.” Minimum strengths and
relevant material specifications should be identified by the Working Party and published before end 3/10 to be effective for new equipment purchased from 1/11 (retro fitting to be encouraged)

iii) that ISAF supports research proposed by the ISO Crotch Strap Task Force. The ISO Crotch Strap Task Force to be encouraged to study other types of harness (e.g. climbing) to ensure that all available knowledge on harnesses is consulted and developments in the field are kept under review to be reported on a regular basis to ISAF

iv) that ISAF through the yachting media with support from its MNAs and life-saving organizations, and by example of well-known sailors, promotes the value of crotch or thigh straps. At the same time we recommend that ISAF promotes the value and use of a combined harness/lifejacket.

8. Offshore Special Regulations

(a) Developments

A report was received from the chairman regarding possible unhealthy developments in yacht design. Items noted on TP52s were halyard winches recessed in overly large companionways, control lines through the accommodation, and twin companionways liable to downflooding in knockdowns.

Sten Edholm expressed concern at the OSR 4.20.3 (iv) option for yachts with age or series date before June 2001 to allow liferaft stowage below deck adjacent to a companionway. He felt that there was also an issue of racing equality and advised he planned to make a submission for the next meeting.

Paddy Boyd noted several incidents including a J/120 in USA where yachts had sunk following the loss of the rudder. The Chairman agreed to develop a submission for the next meeting.

It was noted that the issue of twin companionways liable to downflooding in a knockdown was related to Submission SR-01 and should be considered by that working party.

(b) Race Incidents Report

Reports were received on some incidents that have occurred during races in the past year.

Alan Green (observer) summarised the failure of Nico Budel’s 40ft yacht Hayai on the second leg of the Portimao Global Ocean Race when the lead bulb of his keel separated from the keel fin.

In respect of the Volvo Ocean Race it was noted that no changes to the scantling rules were planned for the next race.

Jacques Lehn attended a meeting of the Vendee Globe competitors and organisers following the completion of the race. It was noted that the cause of equipment failures was often tricky to analyse.

9. OSR Redraft

The Chairman reported on the OSR redraft project. A Working party meeting had concluded that the vast majority of users were in Category 4 and that a draft should be produced of Category 4 regulations relevant to owners with the design/building issues in a separate appendix. Category 3 should then be presented as a step up process of the additional requirements. One of the given objectives had been to clearly separate
the recommendations from the regulations and the draft proposed does this using hyperlinks in a pdf document.

Paddy Boyd suggested that the presentation of the document could be restyled with input from a graphic designer and would benefit from extensive use of graphics and that a budget for this should be requested. It was proposed that the focus should be on the electronic version of the document, which should be formatted for easy printing and that a checklist for each Category be incorporated.

10. **International Regulation Commission**

   The Chairman of the International Regulation Commission reported on the meeting held on Friday 6th November. In particular he noted that feedback was requested in relation to a possible standard for distress flares.

11. **Any Other Business**

   There being no further business the meeting was closed at 1645