

Special Regulations Sub-committee Minutes



The Special Regulations Sub-committee met at 09:30 – 18:00 hours on Tuesday 8 November 2016 at the Renaissance Barcelona Fira Hotel, Barcelona, Spain.

Please refer to the World Sailing website www.sailing.org for the details of the submissions.

1. Opening of the Meeting	1	7. Boats over 24m and Offshore Special Regulations	8
2. Minutes of the Previous Meeting	1	8. Guide to Offshore Personal Safety	9
3. Special Regulations – Submissions	2	9. Incident Reports	9
4. OSR Working Party Reports	5	10. International Regulations Commission	9
5. Oceanic and Offshore Committee Working Party – Structural Integrity	7	11. Offshore Medical Workshop	10
6. OSR 3.14 Pulpits, Stanchions, lifelines	8	12. Any Other Business	10

Submissions with the prefix 'SR', the final decisions on these will be made by the Oceanic and Offshore Committee held on the 10 November 2016 which, on behalf of Council, approves changes to the Offshore Special Regulations.

Present:

Will APOLD (CAN) – Chairman

Boris HEPP(GER) – Vice Chairman

James DADD (GBR)

Sten EDHOLM (SWE) – ORC Representative

Christophe GAUMONT(FRA)

Patrick LINDQVIST (FIN)

Renee MEHL (USA)

Haluk SUNTAY (TUR) (part of meeting)

Roy VAN ALLER (NED)

Apologies:

David LYONS (AUS)

Others Present:

Simon FORBES (Technical and Offshore Manager)

Jacques LEHN (FRA) Vice Chairman Oceanic Offshore

Jason SMITHWICK (Head of Technical and Offshore)

Norbert Marin (Technical Co-ordinator)

Stuart CARRUTHERS (GBR) Chairman Int. Regs

Stan HONEY (USA) Chairman Oceanic & Offshore

1. Opening of the Meeting

The Chairman welcomed members and observers to the meeting.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Special Regulation Sub-committee meeting of 10 November 2015 were noted as a true record.

(b) Minutes Matters Arising

There were no matters arising not otherwise covered on the agenda.

3. Special Regulations – Submissions

(a) OSR 1.02.3 & 2.02– New-Incident Reporting

Submission SR01-16 from the Chairman, Oceanic & Offshore Committee was received. The submission proposed to encourage competitors and event organizers to co-operate with establishing the facts of an incident for a World Sailing incident report.

Stan Honey (Chairman of the Oceanic and Offshore Committee) advised that the objective of the submission was to give a boat owner a strong argument to support cooperating with the incident report writers. The aim of the incident report would be just to establish the facts found and lessons learned, and not to assign blame.

James Dadd felt that there was concern that proposal 2 was focusing too much on the organisers: “shall establish..”. It was also felt that there needs to be guidelines as to what kind of incident should be reported.

Christophe Gaumont highlighted that the Organising Authority can be a party in the accident investigation, the Organising Authority may have a lot of information regarding the incident.

Stan Honey noted that most Racing Rules and regulations influence behaviour before and during an event. This submission is an attempt to evolve the culture and help owners justify reporting incidents after an event. He felt that it would not be appropriate to include detailed Terms of Reference for the Report Writing Working Party or detailed guidelines of what incidents to report, in the text of the OSR. These should be separate documents.

As an observer, Adrienne Cahalan was concerned with the unintended consequences regarding failure of an owner to co-operate at the level that was required.

As an observer, Guillermo Altadill felt that the guidelines should cover the issue of confidentiality.

Proposal 1 was approved.

It was agreed to amend proposal 2 to read:

“The Organizing Authority of a race ~~will shall~~ establish whether any incidents occurred, which if reported would be likely to be relevant to evolving the Offshore Special Regulations, the plan review process, or in increasing safety. **The Organizing Authority will follow any guidelines issued by World Sailing concerning incident reporting.**”

If such an incident did take place the Organising Authority will be encouraged to conduct their own report on the incident. The Organising Authority should also establish if the MNA or a governmental organisation is investigating and report that status to World Sailing. “

It was agreed to move the above deleted paragraph to the proposed guidelines.

On a proposal by Renee Mehl, seconded by Boris Hepp and a vote of 8 in favour, 0 against and 0 abstention, SR01-16 as amended was agreed to be effective 1 January 2017.

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

Oceanic and Offshore Committee Decision: Approved as amended with following amendment to Proposal 1:

“1.02.3 By participating in a race conducted under the OSR, the person in charge, each competitor and boat owner agrees to **reasonably** cooperate with the organizing authority and World Sailing in the development of an independent incident report as specified in 2.02.”

Special Regulations Sub-committee Minutes continued...

(b) OSR 3.14.6 – Lifelines

Submission SR02-16 from the Chairman on behalf of the Re-Write Working Party was received. The submission proposed to correct lifeline specifications.

On a proposal by Will Apold, seconded by Patrick Lindqvist and a vote of 7 in favour, 0 against and 1 abstention, SR02-16 was agreed to be effective 1 January 2017:

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

(c) OSR 4.06 Anchor

Submission SR03-16 from the Chairman, Oceanic & Offshore Committee was received. The submission proposes to have offshore boats carry anchors that would actually work and can be readily deployed.

Stan Honey highlighted that on boats over 40ft, the principle of having a suitable anchor permanently attached to the chain and rope, stowed inside the boat ready for immediate use was not very practical. In some cases it was necessary to detach the rope and chain in order to man-handle the anchor out of the cabin.

James Dadd noted that discussion of this submission had raised questions such as: When was the last time that you used the anchor for safety purposes whilst racing? How much disassembly of the anchor? Concern that in 40 knots of wind, getting the ground tackle assembled with small crew numbers.

As an observer, Rob Weiland felt it was important to specify that safety equipment should not be modified as he had seen some very stupid modifications.

As an observer, Chuck Hawley recommended that there be a performance time parameter specified in which the anchor, chain and rope were fully assembled on deck and ready for deployment.

The submission was amended as follows:

MoMu1,2,3

“2 suitable **un-modified** anchors **of a size that meet the anchor manufacturer’s recommendation based on the yacht’s dimensions** with suitable combination of chain and rope, ready for immediate use **assembly, and ready for deployment within 5 minutes** except that for a boat less than 8.5 m (28’) LH there shall be 1 suitable anchor **meeting the same criteria** with suitable combination of chain and rope.”

MoMu4

1 suitable **un-modified** anchor **of a size that meets the anchor manufacturer’s recommendation based on the yacht’s dimensions** with suitable combination of chain and rope, **ready for immediate assembly,** ~~readily accessible~~ **and ready for deployment within 5 minutes.”**

On a proposal by Will Apold, and a vote of 8 in favour, 0 against and 0 abstention, SR03-16 as amended was agreed to be effective 1 January 2017.

Recommendation to the Oceanic and Offshore Committee: Approve as amended

Oceanic and Offshore Committee Decision: Approved as amended

(d) OSR 4.20.2(d) Minimum Liferaft Equipment

Submission SR04-16 from the Chairman was received. The submission proposes to amend the presentation of minimum liferaft equipment.

Special Regulations Sub-committee Minutes continued...

Nick Elliott (RORC Racing Manager) noted that the issue of the liferaft equipment packs was one of the most frequently asked questions.

On a proposal by Will Apold, seconded by Sten Edholm and a vote of 8 in favour, 0 against and 0 abstention SR04-16 was agreed to be effective 1 January 2017:

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

- (e) OSR 4.22 Crew Overboard Identification and Recovery

Submission SR05-16 from the Royal Yachting Association. The submission proposes to move existing text from OSR 3.29.08 and OSR 5.07(b-e) and combine these into OSR 4.22 in order to create a single section entitled "4.22 Crew Overboard Identification and Recovery".

On a proposal by James Dadd, seconded by Sten Edholm and a vote of 8 in favour, 0 against and 0 abstention, SR05-16 was approved to be effective 1 January 2017.

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

- (f) OSR 4.26.1a) Storm sail colour

Submission SR06-16 from the Chairman was received. The proposal was to amend the text of the sail colour requirement.

Christophe Gaumont noted that the storm sail size is a maximum, but some IMOCA 60s have made storm jibs that are only 3m², which are of no use when the maximum size is 20m². As an observer, Rob Weiland requested a further review of the text of the storm sail requirements as they remain hard to read.

On a proposal by Will Apold, seconded by James Dadd and a vote of 8 in favour, 0 against and 0 abstention, SR06-16 was approved.

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

- (g) New OSR 5.02 - Safety Harness and Tethers

Submission SR07-16 from the Royal Yachting Association was received. The proposal was to clarify the requirements for safety harness and to increase the requirement for tethers with a mid-point snap-hook from minimum 30% of crew to 100%.of crew.

Renee Mehl highlighted that this amendment would affect a lot of tethers, they are an expensive item and a user can always loop their existing tether around a jackstay to halve its length,

Rob Weiland as a tall observer, noted that he could not stand up when using a mid-point hook.

There was a consensus that crew working on the foredeck should have a mid-point harness.

James Dadd felt that all the crew should be equipped to work on the foredeck if the situation required it.

It was noted that there is no harness or tether requirement for Category 4 races.

As an observer, Glen Stanaway felt that for a boat owner to buy an extra 10 tethers for a boat with 15 crew at AUS\$99 each was an unreasonable extra cost.

Will Apold advised that Sail Canada were against approving the submission.

Special Regulations Sub-committee Minutes continued...

Regarding a question relating to the reference to a 2010 date in the regulation, Stuart Carruthers highlighted that a revised version of ISO 12401 was published at the end of 2009.

There was a further discussion regarding 5.02.1(d) that requires a tether to be manufactured after 2000. James Dadd felt that this date should be amended to “no more than 10 years old”.

As observers, Glen Stanaway and Chuck Hawley felt that no evidence had been presented to justify changing the date in (d) to 2005.

Regarding 5.02.1(c) Christophe Gaumont questioned whether mid-hook harnesses required two overload indicators? James Dadd felt that the overload indicator should be sewn into the splice.

On a proposal by James Dadd, seconded by Patrick Lindqvist and a vote of 5 in favour, 3 against and 1 abstention, SR07-16 was approved to be effective 1 January 2018.

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

(h) OSR Re-write General Corrections

Submission SR08-16 from the Chairman regarding tidying up of typos and errors from the re-write project. It was agreed to amend 3.03.2 to read:

MoMu0,1,2

3.03.2

A ~~multihull and a~~ monohull with Primary Launch between 1987 and 2010, and all multihulls shall have been designed, built, maintained, modified or repaired in accordance with the requirements of: “

On a proposal by Will Apold, seconded by Sten Edholm and a vote of 9 in favour, 0 against and 0 abstention SR08-16 was agreed as amended to be effective 1 January 2017:

Recommendation to the Oceanic and Offshore Committee: Approve as amended

Oceanic and Offshore Committee Decision: Approved as amended

(i) OSR 6.02 – Training Topics

Submission SR09-16 from the Chairman on behalf of the Training working party was received. The proposal is to reinstate a list of training topics.

The proposal was withdrawn for further review by the training working party.

4. OSR Working Party Reports

(a) Offshore Personal Safety Training – OSR Section 6 and Appendix G

It was noted that an Offshore Personal Safety Training working party had been created of Simon Jinks(Chairman-GBR), Sten Edhom(SWE), Chuck Hawley(USA), Jean-Bertrand Mothes-Masse (FRA) and David Sutcliffe(CAN).

The terms of reference are:

- “(a) periodically review the Appendix G - TRAINING - Model Training Course Offshore Personal Safety and make recommendations on changes;
- (b) develop a training outline for Training the Trainers for the OSR Appendix G - TRAINING - Model Training Course Offshore Personal Safety
- (b) respond to questions from Member National Authorities on offshore training issues;
- (c) report annually to the Special Regulations Sub-Committee.”

Special Regulations Sub-committee Minutes continued...

A report was received from Simon Jinks:

The initial project was to update the ISAF Guide to Offshore Personal Safety Book, but it became apparent that this would not be possible without updating the syllabus and requirements within OSR Section 6 and Appendix G.

It is 15 years since the original course came into being and it needs to stay fresh and reflect what is done on the water, new equipment and boats. The working group has had a preliminary look through the course and it is apparent that the syllabus and provider guidance requires a great deal of update to bring it up to date.

There are some fundamental questions that are also being addressed such as:

- 1) Arrangement so that each syllabus section is separated into student performance levels so that it is simpler to teach and assess.
- For instance: The student 'knows' - 'understands' - 'performs'
- 2) Guidance for the MNA as to their responsibility over the training provider
- 3) Consideration as to whether the STCW 1 day course be allowed as a Day 1 of the course, to be supplemented by a day 2 covering all the sail racing parts.
- 4) Should drills in S6, be increased to cover other emergencies

(b) Incident Reporting Manual

A draft report was received from Sten Edholm.

Sten Edholm presented a draft checklist to be used in the immediate aftermath of an incident. Draft contents:

- i) Background and why
- ii) Authority and appointment
- iii) Instructions for the working group (members, budget, timelines)
- iv) Initial actions
- v) Foreign Authorities
- vi) Confidentiality
- vii) Liaison
- viii) Experts
- ix) Disqualification
- x) The Initial Working Plan
- xi) Visit to accident venue
- xii) Interviews
- xiii) Media

A working party will be established of Sten Edholm, Stan Honey, Chuck Hawley and Boris Hepp and other invited members. (see Oceanic and Offshore Committee Minutes Item 4(b)).

(c) Appendix F – Standard Inspections Cards

A demonstration of a test website was given showing proposed implementation which enables a user to select type of boat, race category, regulation or checklist, PDF or

Special Regulations Sub-committee Minutes continued...

HTML and then a relevant extract file is generated on-line. The next stage is to add boat length and year built which will help focus the checklist output to be relevant to the boat in question. The target completion date is early 2017.

(d) Electric Propulsion

A presentation was made by Fredrik Zitting, Sales Manager of Oceanvolt, producers of electric propulsion systems.

Silent Electric Autonomy – complete electric marine propulsion systems for boats between 20-100ft – clean, no fumes – silent and lightweight and maintenance free.

Shaft drive and sail drive versions. Benefits from power regeneration, 93% efficiency, compact, high torque.

Strategic components and their relative cost:

Propulsion System	30%
DC Generator	30%
Lithium Ion Batteries	30%
Battery Chargers and System Accessories	5%
Solar Panels and Accessories	5%

Fredrik also noted that the IMOCA 60 Class Rules had been modified to accept an engine endurance of 5 hours at 5 knots. Conrad Colman is currently competing in the Vendée Globe on 'Foresight Natural Energy' with an electric motor. In terms of an electric motor, the main difficulty for compliance with the OSR is the 3.28.3(b) requirement to motor for eight hours at the relatively high minimum speed of $(1.8 \times \text{square root LWL in metres})$.

Running on 48 volts the current Oceanvolt range of motors use is 3-15 kW (For a rough guide multiply by 3 for horsepower). New for 2017 is a 40kW motor which is roughly equivalent to a 100-120 HP.

James Dadd noted that the Volvo Ocean 65 had considered retrofitting the existing fleet, though this option had not been implemented because the boats have existing diesel engines. James Dadd felt that bollard pull was a more effective test as to whether a boat could motor back upwind to a man overboard in lumpy sea conditions.

Haluk Suntay noted that electric motors provide higher torque in the initial RPM range, whereas diesel engines provide more torque at high rpm.

It was agreed to ask a working party to produce a submission for the next meeting to incorporate electric propulsion / 'prime movers' into the OSR and in particular noting OSR 3.28.3(b).

5. Oceanic and Offshore Committee Working Party – Structural Integrity

An interim report was noted from Oceanic and Offshore Committee Working Party chaired by David Lyons, which was set up to consider requiring in-built validation of keel attachments. (see Oceanic and Offshore Committee Minutes Item 4(c)).

6. OSR 3.14 Pulpits, Stanchions, lifelines

A paper was received highlighting some recent designs and the arrangement of pushpit and guard rails at the stern of yachts.

James Dadd noted that there had been some confusion regarding the requirements for pushpit and guardrails at the stern of boats. Is the necessary lifeline height across an open transom limited by the adjacent transverse sheer height, so it is a continuation around at the same height?

It was noted that OSR 3.14 c) specifies: "Lifelines permanently supported at intervals of not more than 2.2m and..." and that ISO 15085 allows at the transom a maximum spacing of 2.5m if there is a handhold (meeting the requirements of clause 9) higher than 600mm not further than 1250mm from the lifeline end support.

It was noted that the Club Swan 50 had now changed the pushpit arrangement seen on the prototype.

As an observer Chuck Hawley noted that a centreline stanchion support, because of its length, needed considerable bracing to the cockpit floor to support the aft guardrail from the transom corner pushpits,

It was agreed that there was a wish to clarify and harmonise the requirements between ISO 15085.

7. Boats over 24m and Offshore Special Regulations

- (a) A presentation by the Chairman was received regarding yachts over 24m and highlighting differences between OSR and Flag State Regulations / Classification Rules.

Hull Construction – not normally a problem for yachts built to a Classification (RINA etc) or a Flag States' Rules. Plan review is particularly important for non-classification designs.

Bilge Pumping System – Larger volumes cannot be handled by manual pumps. Flag states require electric and standby (usually diesel pumps- no manual pumps). Electric pumps are in the 1500 lpm range. MARPOL rules require oil removal to 15ppm before discharge – usually means sealed valves prior to the pump and a filter pump after – more maintenance, more steps before starting to pump.

SOLAS Approval required – Life saving equipment needs SOLAS approval – ISO approval not equivalent. Life jackets – generally not as comfortable, may not have harness, spray hood, waist pack approved. Man overboard recovery ladders – normal ships ladder not approved – need Jason's Cradle style. Rocket fired heaving lines with spare cartridge. Life Sling not approved for man overboard recovery

Safety - SOLAS life rings – 4 required – 2 with 30 m line attached and 2 with smoke/light. Require parachute flares. No requirement for jack lines, quick release tethers. No storm sail requirement

Pulpits and Pushpits - Given to move to performance cruisers, the jib designs have gotten lower on deck resulting in interference with pulpits. Results in need to send 1 or 2 persons forward to 'skirt' jibs in all weather. Cut-back pulpits are now the style for ease of tacking and reduction in damage to the pulpit.

Fire protection - Exceed OSR requirements, Full fire suits with breathing apparatus. Extra extinguishers, Fire alarms, Fire suppression systems in engine room, Fire rating on finishes and insulation

Special Regulations Sub-committee Minutes continued...

As an observer, Rob Weiland noted that some dispensations from the OSR are introduced in the Notice of Race. What regulations are upheld influences the performance of the boats. The superyacht organisation should come up with suggestions on how to find comfortable, fair and safe racing.

A Working Party including the International Maxi Association and ORC Superyacht Group is to be established to identify the challenges, areas of difference and possible allowed changes for vessels over 24m.

8. Guide to Offshore Personal Safety

Minuted under Item 4(a).

9. Incident Reports

- (a) An annual report from the Secretariat highlighting known incidents that have occurred during races in the past year was received.

One of the incidents related to the capsizing of the IMOCA 60 'Hugo Boss' in the 2015 Transat Jacques Vabre. Guillermo Altadill one of the two crew, was at the meeting and explained the incident and lessons learned:

Their location was 150 miles off the Spanish coast, where the depth of water reduces from 2,000m to 200m. 'Hugo Boss' had suffered some delamination in the bow and as a small weather front was passing, they had hove-to with the canting keel 20 degrees to leeward, no mainsail set and just the storm jib. In retrospect, this was a mistake. They were exposed to the waves in 40 knots of wind. Guillermo was sending emails and Alex Thomson was resting when a wave rolled 'Hugo Boss' and she kept going until inverted. With the mast full of water, the boat stayed inverted. As one companionway hatch was open the water level was up to their heads. All communication systems were down. Guillermo thought that the keel had been lost.

Guillermo dived out the companionway door and got to the transom, in order to get on to the upturned hull. At this moment the mast broke and the boat re-righted. Back inside the boat it was very dark and difficult to find torches. Halyards and other ropes had ended up inside the cabin and it was not possible to close the companionway door.

From the grab bag they took an iridium satellite phone with an antennae and made one call before it stopped working. Using a waterproof VHF they were able to talk with ships around. Guillermo found the GPS in the grab bag was a tiny unit and without his glasses he could not read the position. The liferaft stowed inside the boat was under water and difficult to reach.

After two-three hours they were rescued by helicopter as they were 150 miles offshore. The boat was later towed back and has been repaired.

10. International Regulations Commission

A report was received from the Chairman of the International Regulation Commission. (See International Regulations Commission minutes.)

Regarding ISO 12215 Small craft — Hull construction and scantlings — Part 7: Multihulls, which is currently a DIS draft. It was noted that the Convenor, Gregoire Dolto

Special Regulations Sub-committee Minutes continued...

had the view that he did not consider it appropriate that this become a standard invoked by the OSR.

There was a discussion regarding the dilemmas of antifouling paints and restrictions in Holland regarding cleaning boats in the water.

11. Offshore Medical Workshop

A position paper from the November 2015 ISAF/International Maritime Health Association Workshop was received.

Boris Hepp, Simon Forbes and Chuck Hawley attended part of the 2016 Workshop held earlier in the week which included two World Sailing Medical Commission members, IMHA representatives and Roger Nilson(SWE), Mark Tomson(MSOS-Volvo Ocean Race) and Michael Jacobs(USA).

The 2016 meeting had focussed on agreeing proposed learning outcomes for medical training courses.

12. Any Other Business

There being no other business, the Chairman presented certificates of appreciation from World Sailing to the Committee members for the past four year's committee work