

The Special Regulations Sub-committee met via Conference Call at 14:00 – 17:10 hours on Monday 25 October 2021

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

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Submissions with the prefix 'SR', the final decisions on these were made by the Oceanic and Offshore Committee held on the 28 October 2021 which, on behalf of Council, approves changes to the Offshore Special Regulations.

Present:

Sally HONEY (USA)– Chair

James DADD (GBR) – Vice Chairman

Per BØYMO (NOR) – ORC Representative

Richard HINTERHOELLER(CAN)

Johannes CHRISTOPHERS (GER)

Patrick LINDQVIST(FIN)

Christophe GAUMONT(FRA)

Glen STANAWAY (AUS)

Sally GARRETT(NZL)

Apologies:

Angus WILLISON (NZL)

Others Present:

Simon FORBES (WS Offshore Technical Manager)

Jaime Navarro (WS-Head of Technical & Offshore)

Matt ALLEN (Chairman - Oceanic and Offshore)

Philip BAUM WS Vice-President

Stan HONEY (Oceanic and Offshore Committee)

Francesco Gulizzi (WS Technical Specialist)

1. Opening of the Meeting

Sally Honey welcomed members and observers to the meeting. She thanked the preceding Chairman Will Apold who had left the Offshore Special Regulations in good shape. Board Liaison Vice President Philip Baum reported that the World Sailing finances have been stabilised.

Sally Honey noted that there had been some confusion regarding the next meeting of the sub-committee. There will be no mid-year meeting of the Sub-committee and the next scheduled meeting will be October 2022 in Abu Dhabi. She also reminded committee members that the OSRs should focus on requirements that would save a life rather than 'recommendations' which rendered previous OSR versions unwieldy.

There were no additions to the register of interests.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Special Regulation Sub-committee meeting of 26 October 2020 were noted as a true record.

(b) Minutes Matters Arising

There were no matters arising not otherwise on the agenda.

3. Special Regulations –Submissions

(a) OSR 3.01- Strength of Build and Rig

- i. Submission SR01-21 was received from Sail Canada regarding forestay and free-standing masts.

It was noted that there are models of boat which have free-standing masts and do not have a forestay that is permanently connected. James Dadd questioned whether there was a need for a definition of free-standing mast. The consensus was that the proposed text was clear.

On a proposal by Richard Hinterhoeller, seconded by Sally Garrett and a vote of 9 in favour, 0 against and 0 abstention, SR01-21 was approved.

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

- ii. Submission SR02-21 was received from James Dadd regarding forestay size, strength and connection.

James Dadd explained that the submission was the result of discussions with builders of new rigs for racing boats, where a lot of the forestay loads are being taken by the structural luff of the sail material. There are developments to reduce weight aloft including the size of forestay where there is a reliance on halyard and cunningham locks. In the event of a lock failure or sail failure there is concern that the minimal forestay would not be able to withstand the load of keeping the mast in place. The requirement would only apply to boats which do not have free-standing masts.

Glen Stanaway was concerned that this submission would put in place an ambiguous regulation to fix a problem that does not actually exist yet. He suggested the option of deferral pending a face-to-face meeting.

On a proposal by Patrick Lindquist, seconded by Richard Hinterhoeller and a vote of 8 in favour, 1 against and 0 defer, SR02-21 was approved.

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

(b) OSR 3.11 Sheet winches

Submission SR03-21 was received from French Sailing Federation regarding an escape hatch when sheet winches are installed below deck.

Current OSR: “3.11 Sheet winches mounted in such a way that an operator is not required to be substantially below deck.”

Christophe Gaumont explained that despite the current requirement in 3.11, over the last few years the IMOCA 60 - Vendée Globe boats and the Ultime maxi trimarans have moved the winches below decks and substantially enclosed the cockpits to enhance performance. Now there is concern to protect the crew when working below deck. He felt there is no more danger to the crew working below deck than if they were asleep down below. Furthermore, questions are raised that there is no definition of 'deck' in Equipment Rules of Sailing and 3.11 refers to 'substantially'.

James Dadd agreed that it is an issue that needs to be discussed, but he did not feel that this submission deals with all the concerns about this development. There needs to be some consideration about the visibility for watch-keeping or other problems that these below-deck cockpits are creating.

Johannes Christophers asked if there needs to be a definition regarding 'substantially below deck' as this development may also be pursued in smaller boats. He also supported comments on the need for visibility from the cockpit.

Richard Hinterhoeller was concerned that the proposal was a very broad-brush, asking: What is the impact on the existing boats? Removing the current requirement is a concern.

Glen Stanaway was concerned about making the changes and what effect it would have on yachts other than those already discussed. He was opposed to changing the OSR to accommodate niche boats/events and consequently open-up a can of worms for conventional offshore boats and thought the proposal requires significantly more work.

Christophe noted that the alternative is to write some specific OSR for IMOCA and Ultime, but he felt that this was not the desired goal. He had not addressed watch-keeping as this is not specified in the OSR.

Sally Honey noted that watch-keeping is specified in COLREGS which is part of offshore sailing in general. She felt a lot of issues were raised by this submission.

On a proposal by Christophe Gaumont, seconded by James Dadd and a vote of 1 in favour, 8 against and 0 defer, SR03-21 was rejected.

Recommendation to the Oceanic and Offshore Committee: Reject

(c) OSR 3.29.9 Communications Equipment

Submission SR04-21 was received from French Sailing Federation regarding Standard C satellite terminal in Category 0.

Christophe Gaumont summarised the features of Standard C.

Richard Hinterhoeller noted references in Racing Rules of Sailing 89.1 – Organising Authority and 89.2 Race Committee and suggested that the submission and OSR Appendix E referenced should be changed to 'Committee' and not to reference 'Race Management'. It was also noted 'Race Organiser' is also used in the OSR.

Christophe noted that in France the roles were either a race officer or a race manager. The Race Manager is part of the Organising Authority and in charge of organising everything regarding safety on behalf of the Organising Authority. The race committee must apply the Racing Rules of Sailing under the directive of the Organising Authority.

James Dadd felt that Race Committee does not cause a problem in this area and that this consistency should be checked in the pending OSR refinement.

Glen Stanaway noted Standard C is no longer necessary, but there is merit in

maintaining GMDSS equipment.

As an observer, Stan Honey commented that GMDSS is a regulatory threshold, it is a set of equipment approved under IMO/SOLAS. At this instant the only equipment that meets GMDSS is Satcom C, which is very old, Fleet 77 which is a large terminal and an Iridium system. The GMDSS system communicates directly to the search and rescue authorities. He understood that Christophe's proposal is to allow other terminals to be used that can communicate with the organising authority without necessarily meeting GMDSS requirements. This is just Category 0, and these race organisers generally write their own regulations.

The submission was amended to read:

"A satellite device able to send and receive data and a tracking device shall be permanently installed and permanently powered up for the duration of the race and for which the race committee shall have polling authority."

On a proposal by Christophe Gaumont, seconded by James Dadd and a vote of 9 in favour, 0 against and 0 abstention, SR04-21 proposal 1 as amended was approved.

Recommendation to the Oceanic and Offshore Committee: Approve as amended

Oceanic and Offshore Committee Decision: Approved as amended

(d) OSR 4.05 Fire Fighting Equipment

Submission SR05-21 was received from Sail Canada regarding fire blankets.

Richard Hinterhoeller noted that an electric element can be used to heat a frying pan containing oil to the point that the oil can self-ignite. Deleting 'with an open flame' would be a safety improvement.

On a proposal by Glen Stanaway, seconded by Richard Hinterhoeller and a vote of 9 in favour, 0 against and 0 abstention, SR05-21 was approved.

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

(e) OSR 4.11 Navigation Equipment

- i. Submission SR06-21 was received from Royal Netherlands Watersport Association regarding paper charts and publications in Category 4.

The submitter, Roy van Aller, noted that in Category 4 there is a trend to not carry paper charts, but there are normally several electronic devices on board such as tablets or smartphones with chart plotting capabilities.

Glen Stanaway proposed to change 'Proper back-up' to 'separate device', and 'alternative' to avoid the computing term 'back-up'. He felt the world is rapidly moving beyond the notion of retaining paper charts for either a best practice navigation concept or simply their lack of ready retail availability. This is the first step towards a paperless nav table. It is only how and when we adopt it that we are looking at as a sport.

Johannes Christophers considered a replacement for electronic charts should always be a paper chart. He also had concerns that without the paper chart requirement, teaching the basic art of navigation would be lost.

Patrick Lindqvist supported electronic charts only for Category 4.

Philip Baum asked that remote areas, such as the African coastline with issues

such as signal availability, be considered in deliberations.

Richard Hinterhoeller asked what consideration has been taken of a lightning strike wiping out all electronic equipment on the boat.

As an observer Stan Honey felt that as a navigator the presence of paper charts would not 'save a life' in a Category 4 race. However, in a Cat 0-3 race he did think the presence of paper charts could save a life. As a navigator for a Cat 0-3 race, he would bring small scale charts which covered the entire racecourse, so even if the boat had complete electronic failure he could get the boat to the vicinity of a harbour entrance. Once in the vicinity of a harbour, you are not going to lose a life. He did not think we need paper charts for Category 4. But talking of Submission SR07-21, we should require for Category 0-3 paper charts at least at small scale level of the entire passage.

Per Boymo proposed to turn the phrasing around to state what is required.

The submission was amended to read:

"4.11.2 Navigational charts, light list and chart plotting equipment. If electronic-only, an independent alternative shall be on board. "

On a proposal by Richard Hinterhoeller, seconded by Patrick Lindquist and a vote of 7 in favour, 2 against and 0 abstention, SR06-21 was approved.

Recommendation to the Oceanic and Offshore Committee: Approve as amended

Oceanic and Offshore Committee Decision: Approved as amended

- ii. Submission SR07-21 was received from French Sailing Federation regarding paper charts and publications for all Categories.

Christophe Gaumont withdrew proposal 1. Following the discussion on Submission SR06-21 and the new text approved, he suggested that the essence of the SR07-21 was now just to expand the new text from Category 4 to cover all categories.

James Dadd felt that this should be a step-by-step process and did not consider that the time was right. In the event of a lightning strike, paper charts are there to get you out of trouble.

Sally Honey considered that when crossing an ocean, it is important to have an overview with at least a small scale paper chart on board.

Glen Stanaway noted the OSRs are minimum requirements and that nothing would preclude a boat from carrying paper charts if that was the preferred practice on board. His view was that incidents occurred because of navigation practices not because of the navigation media being electronic or paper. He also felt that paper charts were being carried for compliance and not for practical use.

Christophe Gaumont commented regarding training and instructors. He felt that the OSR are not written to be a training program and he felt it is important to also teach people how to use electronic charts. This submission, if rejected, will come back in the future.

Johannes Christophers noted the OSR Category definition, 'prepared to meet serious emergencies', such as a lightning strike will switch off all the systems. Good standard practice is to have paper charts on board.

Richard Hinterhoeller did not consider the requirement to carry more than one chart was that onerous.

As an observer, Stan Honey could not imagine doing a Category 0-3 race without at least a small-scale paper chart showing the race area. This would enable navigation by traditional means to the vicinity of a harbour entrance, and he considered it was a requirement that could save a life.

On a proposal by Glen Stanaway, seconded by Christophe Gaumont and a vote of 2 in favour, 7 against and 0 abstention, SR07-21 was rejected.

Recommendation to the Oceanic and Offshore Committee: Reject

(f) OSR 4.21 Grab Bags

- i. Submission SR08-21 was received from Sail Canada regarding grab bags

Richard Hinterhoeller on behalf of Sail Canada recognised that the submission 'opened a can of worms' and that Sail Canada had elected to withdraw the submission and re-work and re-submit on the same issue some other time.

The submission was withdrawn by Richard Hinterhoeller on behalf of Sail Canada.

- ii. Submission SR09-21 was received from Royal Netherlands Watersport Association regarding grab bags.

As the submitter, Roy van Aller felt that there was a discrepancy or uncertainty as to the grab bag contents in Category 3 without a liferaft. He also noted that orange grab bags are not readily available on the market.

After debate, it was concluded that the submission should be rejected and Richard Hinterhoeller and Roy van Aller were requested to work together on a comprehensive submission for the next meeting.

On a proposal by Richard Hinterhoeller, seconded by James Dadd and a vote of 0 in favour, 9 against and 0 abstention, SR09-21 was rejected.

Recommendation to the Oceanic and Offshore Committee: Reject

(g) OSR 4.26 Storm and Heavy Weather Sails

Submission SR10-21 was received from Sail Canada regarding improved wording.

Per Bøymo highlighted that to maintain the current requirements, Category 3 should be deleted from clause 4.26.3. storm jib.

On a proposal by Richard Hinterhoeller, seconded by Per Bøymo and a vote of 9 in favour, 0 against and 0 abstention, SR10-21 was approved as amended.

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

Oceanic and Offshore Committee Decision: Approved as amended

(h) OSR 5.01 Lifejackets

Submission SR11-21 was received from Sail Canada regarding clarification.

Richard Hinterhoeller noted that the issue was mainly regarding presentation in extract files.

On a proposal by Richard Hinterhoeller, seconded by Sally Garrett and a vote of 2 in

favour, 7 against and 0 abstention, SR11-21 was rejected.

Recommendation to the Oceanic and Offshore Committee: Reject

4. OSR 3.02 Watertight and Structural Integrity of a Boat - Appendix L Model Keel and Rudder Inspection Procedure

- (a) 3.02 Structural Inspection Appendix L - Model Keel and Rudder Inspection Procedure

The Committee noted that OSR 3.02.2 Structural Inspection, approved previously, would be effective 1 January 2022.

- (b) Feed back

Johannes Christophers raised concern regarding the keel tip swing test ('wobble test') which says:

The yacht is suspended with yacht off the ground/cradle, a member of the inspection team attempts to move the keel while the inspector looks from the outside and then the inside.

Johannes felt that some insurance companies would consider the proposed procedure too dangerous.

Glen Stanaway felt that the structural inspection requirement was a valuable piece of work. Of a hundred keel 'wobble tests' conducted in Australia, he was only aware of one marine surveyor who had declined to perform the keel 'wobble test'. [Subsequent to the meeting Glen circulated to the committee a video of a keel tip wobble test identifying a yacht with a keel attachment which needed urgent attention.]

5. World Sailing Structural Plan Review

- (a) It was noted that 230 certificates of structural plan review have been registered. A list of one-off yachts and the certificates for series-produced yachts can be found at http://www.sailing.org/classesandequipment/offshore/plan_review.php

6. Working Party Reports

- (a) Keel Improvements – (Oceanic and Offshore Committee WP)

Correspondence between World Sailing and ISO TC/188 Chairman was noted.

Jason Smithwick Chairman of the Working Party introduced the subject of the International Standards Organisation (ISO) 12215-Part 9 Sailing craft appendages which is used as part of the World Sailing Plan Review Scheme.

ISO TC/188 had disbanded Working Group 18 – Scantlings at its meeting in May. Following correspondence from World Sailing, ISO TC188 had agreed to open ISO 12215-9 for systematic review on October 15 2021. This review will close after 5 months. World Sailing will communicate with committee members and ask that they contact their national standards organisations who will have a vote in agreeing to review 12215-9.

- (b) Deck Chamfer-Stanchion and Toe rail/Foot stop placement

Johannes Christophers had circulated a paper regarding working party discussions on a trend of boats with chamfered hull-deck joins for the foredeck. There appears to be a hazard regarding stanchion and toe rail / foot stop

placement.

(c) Medical

Glen Stanaway reported as the new Chairman of the working party started by the previous chairman, Will Apold, in response to the Medical Commission's communications to the SRSC last year. He has enlisted advice from Dr. David Austin, New Zealand, and Dr. Andrew Nathanson, USA.

Submissions to the next meeting would be made to amend Appendix H – Medical Training and Appendix J- Hypothermia.

Engagement with the World Sailing Medical Commission has not been achieved yet and Vice-President Philip Baum and Oceanic and Offshore Committee Chairman were requested to help progress this. Will Apold had advised that he is standing down from the OSR Medical Working Party at this meeting.

(d) Refinement of OSR

James Dadd reported that this is a long-term project that may take the full committee term of four years. The goal is to review the formatting and the written text of the OSR so that it is simple for MNAs to work with in different languages and to adopt their own prescriptions. Richard Hinterhoeller will be working hard on the formatting and Johannes Christophers will contact MNAs and organisers with a questionnaire for feedback on desired changes.

7. Incident Reports

A report was received from the Executive Office highlighting known incidents that have occurred during races in the past year:

(a) IMOCA – 'PRB' Structural Failure

1 December 2020 'PRB' was racing in the Southern Ocean, south of Cape Town, surfed into a wave and suffered severe structural failure. Kevin Escoffier abandoned to the liferaft in a few minutes and was rescued by Jean le Cam. IMOCA advised skippers to make the grab bag readily moveable and ensure watertight doors in bulkheads were closed.

(b) IMOCA – 'Initiatives Coeur' – collision with whale

2 December 2020 'Initiatives Coeur' had a keel collision at 20 knots, damaging the canting keel box. Sam Davies slowly headed to Cape Town. Analysis showed that modifications to 'Initiatives Coeur' keel box structure before the Vendée Globe in line with recommendations circulated by Alex Thomson Racing had contained the damage.

(c) IMOCA – 'Sea-Explorer' – collision with fishing boat

27 January 2021 'Sea-Explorer' collision at night with fishing vessel. Boris Hermann continued at reduced speed to the finish after securing the standing rigging.

(d) ORC Europeans – 'Le Pelican' – Salona 37 sinking after collision with tug

16 May 2021 'Le Pelican' Salona 37 collision at night with a tugboat, crew abandoned to liferaft.

As an observer, Bruno Finzi detailed the incident that occurred in two-metre seas: three crew were below deck and the yacht sank quickly. Fortunately, at the scrutineering/measurement checks before the race, the liferaft had been

required to be re-located on deck and, missing two lifejackets, the crew purchased new ones. All crew were recovered from the liferaft after three distress flares were used to raise the alert. A Coastguard Report is not yet available.

- (e) RORC Fastnet Race – Jamareeh – water ingress after keel sump cracked
8 August 2021 -Jamareeh, a J/120 competing in the Fastnet Race suffered a major leak on the first afternoon of the race. A power-driven pump was used until a lifeboat pump was available. An inspection revealed the glassfibre keel sump had a major fracture.

8. International Regulations Commission

Simon Forbes summarised the work of the International Regulations Commission which held its meeting on 20 October (see minutes of International Regulations Commission). The Commission has been monitoring developments in ISO technical standards and IMO regulatory issues.

- (a) International Maritime Organisation (IMO)
 - i. A Polar Yacht Guide has been produced by Alan Green and the Royal Cruising Club Pilotage Foundation and published to give advice and guidance for those sailing in Polar Waters.
 - ii. Areas of interest include Marine Plastic Litter, end-of-life of boats, and autonomous un-manned vessel regulations. Tracking and recovery of lost shipping containers is also under discussion.
- (b) International Standards Organisation (ISO)
 - i. WG 18-ISO 12215-Part 9, keel standards has already been mentioned. (Item 6(a))
 - ii. WG3 - ISO 15085 Man Overboard Prevention and Recovery is under review, where the concept of working deck is proposed to be replaced by deck risk zones.
 - iii. SC1 Stuart Carruthers is monitoring progress on ISO Harness tethers.
 - iv. ISO 15207 Immersion suits is being reviewed to achieve a better alignment between SOLAS requirements and ISO standards.

9. World Sailing Sustainability Agenda 2030

- (a) It was noted that the World Sailing Sustainability Agenda 2030 is available here:
https://issuu.com/worldsailing/docs/sustainability2030_17may2018 (Page 11 to 14 includes the deliverables through technical standards)

Other WS sustainability programmes can be found here:
<https://www.sailing.org/about/Sustainability.php#.YUG7IbhKiUI>

10. Guide to Offshore Personal Safety

The project to update the Guide to Offshore Personal Safety book and training material has not been progressed since the last meeting.

US Sailing has published online units for their training topics.

<https://www.ussailing.org/education/adult/safety-at-sea-courses>

11. Any Other Business

There being no further business there was a motion to adjourn and the meeting concluded at 1710.