At the end of 2015 International Sailing Federation (ISAF) was renamed “World Sailing”. As a marine user-based organisation it is from this background the Federation has contributed to the development of ISO standards. We continue to provide valuable user representation to the standard development process linked primarily to sailing craft and their accompanying support boats.

The representatives of the Federation during 2015 have been Stuart Carruthers who is Chairman of the World Sailing International Regulations Commission and Henry Thorpe Technical Coordinator at the Technical and Offshore Department together with Jason Smithwick Head of Technical and Offshore and Simon Forbes Technical and Offshore Manager who have been specifically involved in WG18.

During 2015 World Sailing representatives have attended TC188 plenary in Gothenburg and hosted WG18: Small Craft – Hull Construction and Scantlings for their meeting in the World Sailing offices in Southampton UK.

This year’s primary focus has been with SC1 / WG6 with representatives attending meetings in Berlin in January and June.

World Sailing are increasingly seeing benefits to its direct involvement in standard development and are committed to helping this work.

We have similar liaison status with International Maritime Organisation (IMO) where a voice for recreational boating is important as it can be overlooked. More information about World Sailing and how we use ISO standards can be seen on the following pages.

Continued....
What’s New?

**Yacht Structural Plan Review to ISO 12215**

World Sailing use of ISO12215 and the requirement for plan review of offshore yachts by notified bodies with the majority of these by ICNN, IMCI and DNV-GL this has led to quicker industry acceptance of this standard. To date over 116 certificates have been issued comprising of 41 series production yachts and 75 custom yachts.

**Part 6 Offshore Lifejacket to ISO 12402-6**

In 2014 World Sailing proposed a yachting specific lifejacket SC1 / WG6 (Lifejackets) which has been accepted and is progressing to a final vote. We really do see this as a positive thing for the industry to have an easily identifiable product fit for purpose.

**Field of vision from the helm position ISO 11591**

As an example of recent participation World Sailing were involved with need for the view to encompass sailing vessels.

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**About World Sailing**

World Sailing is the world governing body for the sport of sailing, officially recognized by the International Olympic Committee (IOC). World Sailing is responsible for:

- the promotion of the sport internationally;
- managing sailing at the Olympic Games;
- developing the Racing Rules of Sailing and regulations for all sailing competitions;
- the training of judges, umpires and other administrators;
- the development of the sport around the world; and
- representing the sailors in all matters concerning the sport.

The principle members of World Sailing are the 'Member National Authorities' (MNAs) which are user based and represent over 140 Countries and 114 International Class Associations which are effectively owner associations for a specific type of sailing boat from small dinghies and windsurfers to ocean going yachts.
Within the World Sailing rules and regulations there are a number of rule books, namely:

- Racing Rules of Sailing
- Equipment Rules of Sailing
- Offshore Special Regulations
- Class Rules for equipment ranging from Windsurfers to Offshore Racing Yachts

**World Sailing Offshore Special Regulations**

**Background**

The largest application of International Standards within World Sailing is for the World Sailing Offshore Special Regulations (OSR) govern offshore racing for monohulls and multihulls, structural features, yacht equipment, personal equipment and training. The OSR is constantly under review and updated biannually. The document may be found here: [www.sailing.org/specialregs](http://www.sailing.org/specialregs)

Whenever possible a relevant ISO Standard, CEN Norm, SOLAS regulation or other internationally-recognised standard is called up by OSR. Changes and developments in international standards are reviewed by the World Sailing Special Regulations Sub-committee and may replace part of Special Regulations. Significant changes will when possible affect new yachts and/or new equipment only. The OSR invoke several International Standards relating to safety equipment on-board a yacht, personal equipment and yacht structure and stability. The following ISO and EN standards (or draft standards) are mentioned in the Offshore Special Regulations:

<table>
<thead>
<tr>
<th>ISO standard</th>
<th>Subject</th>
<th>Special Regulation No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>8729-2</td>
<td>marine radar reflectors</td>
<td>4.10.2</td>
</tr>
<tr>
<td>9650</td>
<td>liferafts</td>
<td>4.20</td>
</tr>
<tr>
<td>12401</td>
<td>deck safety harness (also published as EN 1095)</td>
<td>5.02</td>
</tr>
</tbody>
</table>
OSR Yacht Structural Plan Review

The aim of the World Sailing Offshore Special Regulations Structural Plan Review Scheme is to implement compliance with the requirements of World Sailing Offshore Special Regulations 3.03 - Hull Construction Standards (Scantlings). More information can be seen here:

www.sailing.org/classesandequipment/offshore/plan_review.php

The objective of the scheme is for World Sailing together with World Sailing recognized notified bodies to provide certification to designers, builders and/or owners to show compliance with specific parts of the International Standard ISO 12215: Hull Construction - Scantlings specified within the scope below.

The scope of the plan review consists of application and calculation to the following parts of ISO12215 - Small Craft - Hull construction and scantlings:

- ISO 12215 Part 5: Design pressures for monohulls, design stresses, scantlings determination
  All parts and annexes where applicable to design category A ("ocean") - Sailing Craft
- ISO 12215 Part 8: Rudders
  All parts and annexes where applicable to design category A ("ocean") - Sailing Craft
- ISO 12215 Part 9: Sailing Craft - Appendages
There are two forms of certification:

a) Series production; where several boats of the same type are produced in accordance with the plans and therefore each yacht will not require individual review and certification.

b) Custom or unique boat where the boat is a one-of-a-kind yacht or a series production yacht that has been built or modified such that it is not in accordance with the plans of that series.

World Sailing maintains a list of yachts reviewed under the scheme on its website with certification information. If the yacht is a series type production there will be a single entry for that type of yacht with a link to a certificate for an owner or builder to make a hardcopy. The owner then signs the declaration including the CIN/HIN of their particular yacht. For a unique yacht the certificate will not be published on the website and certificates will be issued direct from the World Sailing/ISAF recognized notified body upon compliance with the review requirements.

The recognized notified body returns digital copies of series production certificates to World Sailing but are free to give them to individual owners on their request. Unique or custom certificates should be returned to the original enquiry source or their nominated individual.

For further details please visit http://www.sailing.org/classesandequipment/offshore/plan_review.php

**Equipment Class Rules**

All World Sailing class equipment have rules controlling how the equipment is constructed, certified and used. These rules also relate to personal equipment and particularly Personal Flotation Devices (PFDs). Within the rules for PFDs there will often be reference to International or National Standards as appropriate. A typical example is as follows:

**C.3 PERSONAL EQUIPMENT**

**C.3.1 MANDATORY**
(a) The boat shall be equipped with personal flotation devices (PFD) for each crew member to the minimum standard EN 393 or ISO 12402-5, level 50 or the notice of race may prescribe alternatives.

(b) The use of inflatable personal flotation devices is not permitted when racing.

In addition some yacht racing classes invoke other ISO standards relating to onboard safety equipment, personal safety equipment and yacht construction and stability.