

The Special Regulations Sub-committee met at 09:30 – 17:15 hours on Monday 28 October 2019 at the Fairmont Southampton, Bermuda

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 are made by the Oceanic and Offshore Committee held on the 31 October 2019 which, on behalf of Council, approves changes to the Offshore Special Regulations.

Present:

Will APOLD (CAN) – Chairman

Sally HONEY (USA)

Per BØYMO (NOR) – ORC Representative

Glen STANAWAY (AUS)

James DADD (GBR)

Roy van ALLER (NED)

Christophe GAUMONT(FRA) – Vice Chairman

Others Present:

Simon FORBES (Offshore Technical Manager)

Gary JOBSON (USA) Vice-President

Stan HONEY (Chairman - Oceanic and Offshore Committee)

Stuart CARRUTHERS (GBR) Chairman Int. Regs

Matt ALLEN (Vice Chairman - Oceanic and Offshore Committee)

1. Opening of the Meeting

The Chairman welcomed members and observers to the meeting. The committee stood in memory of Boris Hepp who had passed away in April.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Special Regulation Sub-committee meeting of 29 and 30 October 2018 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 2.04 General Requirements

Submission SR01-19 from Sail Canada was received regarding inserting a requirement in 2.04 regarding expiry dates of equipment.

James Dadd noted that not all races have a time limit and proposed that the wording be amended to read:

“if it has an expiry date, it will not have exceeded its expiry date whilst racing.”

On a vote of 6 in favour, 0 against and 1 abstention, SR01-19 as amended was agreed to be effective 1 January 2020.

Recommendation to the Oceanic and Offshore Committee: Approve as amended

Oceanic and Offshore Committee Decision: Approved as amended

(b) OSR 3.02 Watertight and Structural Integrity of a Boat

Submission SR02-19 from the Chairman was received regarding structural inspection

The following amendments were made to the submission:

3.02.2 2nd sentence: after ‘conducted’, insert: ‘by a qualified person’

3.02.2 3rd sentence: after ‘no’, insert: ‘visible’

3.02.3 Race Category, add: ‘3’

3.02.4 Delete

3.02.5 Renumber as 3.02.4, and insert new wording: “Inspection after Grounding – an appropriately qualified person shall conduct an internal and external inspection after each unintentional grounding.”

On a vote of 7 in favour, 0 against and 0 abstention, SR02-19 as amended was agreed to be effective 1 January 2020.

Recommendation to the Oceanic and Offshore Committee: Approve as amended

Oceanic and Offshore Committee Decision: Approved as amended and to clarify that the inspection would be before and not after a race and correct ‘latter’ to ‘later’.

[Executive Office note: Subsequent to the meeting, following representations, the Sub-Committee in consultation with Oceanic and Offshore Committee Chairman held an email vote and agreed to change the effective date to 1 January 2021]

(c) OSR 3.25 Halyards

Submission SR03-19 from US Sailing was received regarding not permitting halyard locking devices which require a person to go aloft in order to lower a non-furling sail.

James Dadd proposed to add after: “to lower a sail “ insert: “in a controlled manner”.

On a proposal by Glen Stanaway, seconded by James Dadd and a vote of 7 in favour, 0 against and 0 abstention, SR03-19 as amended was agreed to be effective 1 January 2020.

Recommendation to the Oceanic and Offshore Committee: Approve as amended

Oceanic and Offshore Committee Decision: Approved as amended

(d) OSR 3.27 Navigation Lights

- i. The Oceanic and Offshore Committee Working Party paper on the suitability of the rules for lights for modern yachts was noted.
- ii. Submission SR04-19 from the Chairman was received regarding referring to IRPCS requirements and removal of specific minimum power ratings for incandescent bulbs.

On a proposal by James Dadd, seconded by Glen Stanaway and a vote of 7 in favour,

0 against and 0 abstention, SR04-19 was agreed to be effective 1 January 2020.

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

- iii. Noting the Working Party paper included a draft letter from World Sailing to International Maritime Organisation, there was a proposal by James Dadd, seconded by Glen Stanaway and a unanimous vote requesting Vice-President Gary Jobson ensure that the draft letter from the President to IMO is sent.

- (e) OSR 3.28 – Engines, Generators, Fuel

Submission SR05-19 from the Chairman was received regarding electric propulsion.

As an observer, Stan Honey proposed to amend 3.28.4 c) delete: 'charging', insert: 'electrical'.

On a proposal by Glen Stanaway, seconded by Sally Honey and a vote of 7 in favour, 0 against and 0 abstention, SR05-19 as amended was agreed to be effective 1 January 2020.

Recommendation to the Oceanic and Offshore Committee: Approved as amended

Oceanic and Offshore Committee Decision: Approved as amended

- (f) OSR 3.28.3 – Battery System

Submission SR06-19 from the Chairman was received regarding power requirements from renewable energy sources.

The proposal originated from the World Sailing Sustainability Agenda 2030, Recommendation One, Item 10.

The majority agreed that the proposed text would be better placed in the OSR book in the 'Offshore Racing Environmental Code'.

On a proposal by James Dadd, seconded by Sally Honey and a vote of 6 in favour, 1 against and 0 abstention, SR06-19 as amended was agreed to be effective 1 January 2020.

Recommendation to the Oceanic and Offshore Committee: Approved as amended

Oceanic and Offshore Committee Decision: Approved as amended

- (g) OSR 3.29.13 Communication Equipment, GPS, Radar, AIS

Submission SR07-19 from KNWV was received regarding extending the requirement for an AIS Transponder down to Category 3.

On a proposal by Roy van Aller, seconded by Glen Stanaway and a vote of 7 in favour, 0 against and 0 abstention, SR07-19 was approved.

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

- (h) OSR 4.15 Emergency Steering

Submission SR08-19 from Sail Canada was received regarding clarification of emergency steering systems.

On a proposal by Sally Honey, seconded by Glen Stanaway and a vote of 7 in favour, 0 against and 0 abstention, SR08-19 was approved.

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

(i) OSR 4.20.3 b) Liferaft Stowage

Deferred Submission SR04-18 from Roy van Aller was received to remove allowance for liferaft stowage below deck.

The submission proposed to delete 4.20.3(b):

“In a boat with primary launch before June 2001, a liferaft may be packed in a valise not exceeding 40 kg securely stowed below deck adjacent to a companionway.”

The Committee had previously noted that the EU RCD specifies the provision of a dedicated stowage space for a liferaft on deck or in locker opening to the deck. The introduction of the RCD and a phasing-in time period for other new designs not built to the RCD was the reason for the OSR allowance for boats built prior to June 2001.

The Committee noted that there are many boats which race that were built before 2001. These boats may not have a provision for stowage of the liferaft on deck.

On a proposal by Roy van Aller, there was no seconder so Deferred SR04-18 was rejected.

Recommendation to the Oceanic and Offshore Committee: Reject

Oceanic and Offshore Committee Decision: Rejected

(j) OSR 4.26.2 d) Storm and Heavy Weather Sails

Submission SR09-19 from Australian Sailing was received regarding inclusion of 50% mainsail reef as alternative to storm trysail.

On a proposal by Sally Honey, seconded by Glen Stanaway and a vote of 7 in favour, 0 against and 0 abstention, SR09-19 was approved.

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

(k) OSR 4.26.2 d) Storm and Heavy Weather Sails

Submission SR10-19 from KNWV was received regarding specifying for Category 2 that when there are only two crew members, mainsail reefing to reduce the luff by at least 50% is an alternative to a storm trysail.

As SR09-19 was approved, Roy van Aller withdrew SR10-19.

(l) OSR 4.30 Emergency Pumps

Submission SR11-19 from the Chairman was received regarding a new requirement for Emergency Pumps

James Dadd proposed that the submission be re-written as follows:

	4.30	Emergency Pumps
Mo0,1,2		Either fixed or portable pump to remove ingress water from any compartment.

		<p>This pump shall:</p> <p>have a minimum rated capacity of 200 l/min</p> <p>be operated by battery, main engine powered or a separate engine</p> <p>if portable electric-powered, power cables to be terminated with alligator clips</p> <p>have sufficient hose to discharge directly overboard or into the cockpit</p> <p>A combination of permanently installed and portable pumps may be combined to meet the above requirement</p>
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On a proposal by Glen Stanaway, seconded by Sally Honey and a vote of 6 in favour, 1 against and 0 abstention, SR11-19 was approved as amended.

Recommendation to the Oceanic and Offshore Committee: Approve as amended

Oceanic and Offshore Committee Decision: Approved as amended

(m) OSR 3.14 Pushpit Sheeting – Late Submission

Submission SR12-19 was received from Christophe Gaumont regarding prohibiting sheeting of sails to the top of pushpits.

It was unanimously agreed to consider the late submission.

After discussion as to whether this should be a matter for Rating Systems, and that there was not enough notice to consult on the matter fully, Christophe Gaumont withdrew the submission.

4. World Sailing Structural Plan Review

- (a) It was noted that 202 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
- (b) A presentation was received regarding the Plan Review Scheme. Competing boats non-compliance with OSR 3.03 in the Rolex Fastnet Race and Middle Sea Race was noted. Issues related to the difference between CE Certification and World Sailing's Plan Review requirement of full compliance with ISO 12215 were highlighted.
- (c) Amendments were noted that will be made to the 'Scope of the Structural Plan Review' to specify more detailed requirements on the structural keel design regarding welding symbols, material specifications, fabrication tolerances, inspection notes and documentation requirements of the principles and specifics of the installation of the keel to the hull.
- (d) It was noted that a new version has been published of 'ISO 12215-Hull construction and scantlings – Part 5: Design pressures for monohulls, design stresses, scantlings determination'. This requires World Sailing to clarify the transition details specified in the Plan Review Scheme.

As an observer, Stuart Carruthers noted that 12215-5:2019 is not yet a harmonised standard. Boat manufacturers can continue to use the 12215-5:2008

standard

- (e) As an observer, Stan Honey advised that at the Oceanic and Offshore Committee meeting (see Minute 19(a)), he would be proposing a working party be formed to make proposals regarding 'ISO 12215-9 -Sailing craft appendages'.

It was noted that the working party's work will likely involve:

- i) a recommendation to ISO for changes to ISO 12215-9 for ISO to consider for inclusion with their next routine update of 12215-9,
- ii) discussions with active designers to work out a transition plan to phase in the new requirement, dealing with boats that are in design or in build

5. OSR Working Party Reports

- (a) Keel failure – In Build Validation

Glen Stanaway (Chairman of the Working Party) reported on the response to a questionnaire about the proposed In-Build Validation (IBV) scheme sent to a selection of builders and designers involved with the Plan Review Scheme.

It was noted that one builder considered the greatest impact of the IBV scheme (which could only apply to new boats) could be :

“..creating awareness in the market for the owners of older boats to carry out periodic inspections of the primary structure of their boats , the keel attachments, steering systems, and spars/standing rigging - the primary boat-related causes of offshore incidents...”

The keel failure working party had concluded that a requirement for inspection of yachts would be valuable (see Submission SR02-19).

6. Incident Reports

- (a) AUS - RFBYC 70th Bunbury and Return Ocean Race 23 February 2018 - Independent Investigation and Report

The investigation report was summarised that during a night race the keel failed on a 50ft yacht and two crew lost their lives. The report concentrates on the race organisation, crew details management, the incident on the water and distress alerting. The keel was an unusual lifting keel, and its failure is part of an on-going Western Australia Department of Transport investigation.

- (b) POL- PKBWM- Report Prodigy II 13 October 2017 – 60ft yacht ballast fin breaking off.

The Polish State Marine Accident Commission (PKBWM) published a report in March 2019 on the loss of keel of 60ft 'Prodigy II', a three-month old yacht. The three crew abandoned to the liferaft and were quickly rescued after sending a DSC distress alert. This was a prototype cruiser/racer, the report highlighted failure of hull structure adjoining the keel including dry laminate with low levels of adhesiveness between layers of reinforcement.

- (c) GBR-MAIB- Fatal man overboard from CV30 – Indian Ocean – 18 November 2017

It was noted that the Full Report was published on 20 June 2019. The report recommended that World Sailing raise awareness of the dangers of laterally

loading safety tether hooks. Stuart Carruthers highlighted that British Standards Institute (BSI) have officially requested the revision on EN ISO 12401 Small craft Deck safety harness and safety line, Safety requirements and test methods.

(d) Chicago-Mackinac Race Fatality 21 July 2018 – Imedi

The Chicago Yacht Club Report was noted. Sally Honey summarised that a crew member fell overboard from the TP52 'Imedi'. His lifejacket did not inflate. The boat had difficulties getting back to the person in the water (PIW), no mainsail reefs, jib half-down. Three passes were made to pick up the PIW. The boat hit the PIW and he went down and was lost. The main lesson from this is that the boat as a lethal weapon must be kept from drifting over the PIW.

As an observer, Stan Honey highlighted this was the first report committee that had the courage to say what has been happening in our sport. Which is that the boat is deadly if it drifts over the PIW. What happens with our fin-keel flat-bottomed modern boats is that once you are stopped you lose the bow. When the bow then blows over the PIW, banging up and down in a sea state, the hull hits the PIW on the head, killing the PIW.

Expanding on the issue of PIW recovery. A technique has been developed where a halyard shackle is attached on the running part of the Lifesling line, outboard of the boat. Leave the Lifesling line dead-ended to the stern as usual. The halyard is then hoisted, pulling the PIW in and up on a 1:2 disadvantage as the Lifesling line runs through the halyard shackle. By the time the PIW is close to the boat they are being lifted vertically sufficiently so that the boat can't blow over them. This keeps the PIW away from being under the hull. Note that the Lifesling line must be less than twice the mast height:

- Take the headsail or spinnaker down
- Sail back to the PIW and pass close by the PIW to make sure that they have flotation. It is safe to sail close past the PIW so long as the boat does not stop and lose steerage way. Again, don't stop.
- Then sail several boat lengths away and douse the mainsail. Check there are no lines to foul the prop and start the engine.
- Deploy the Lifesling line and tow it behind the boat.
- Power around the PIW until they have the Lifesling. Do not motor over the Lifesling line.
- When the PIW has the Lifesling line, stop the boat and let it slowly drift downwind, with the helm hard-over to slow the drift.
- Attach a halyard over the guardrails to the Lifesling line, snapping the halyard shackle on the running part of the Lifesling line outboard of the boat. Do not disconnect the Lifesling line from the rail.
- Hoist the halyard which brings the PIW towards the boat on a 1:2 disadvantage and lifts the PIW up as they come close to the boat and then raises the PIW up and over the lifelines.

Another issue raised by the report was that the lifejacket did not inflate. Most of the crew were wearing lifejackets supplied by the boat which were at least 10 years old. Immediately after this incident several of the crew jumped into a swimming pool and 3 out of the 6 lifejackets that they were using did not

inflate.

Sally Honey advised that US Sailing were undertaking a survey to see what percentage of lifejackets do not inflate and why.

(e) USCG Dauphin Island Race – Loss of Lives Report 24 April 2015

The report was noted from United States Coast Guard. Sally Honey summarised the incident that was the subject of the US Coast Guard Report, which saw 6 lives lost during a sudden storm in 2015. Of the six recommendations the most relevant one was that ISAF/World Sailing and US Sailing should require lifejackets to be worn at all times while racing. US Sailing had replied that their regulations specify what equipment should be on board and not the behaviour of the crew. US Sailing leave the behaviour of the crew to be addressed by the organising authority.

(f) Crew Overboard Incidents and Fatality 13 March 2019

Sally Honey summarised the US Sailing Report. This was relatively simply a lifejacket failure. The helmsman fell overboard from a Moore 24 in Monterrey Bay. They did not have a dedicated Lifesling and the arrangement that they did have was not attached to the boat. By the time the boat tried to retrieve the PIW the second time he was unresponsive. Several other boats attempted to rescue the PIW.

(g) A report was received from the Executive Office highlighting known incidents that have occurred during races in the past year.

The main incident discussed was the loss of the Santa Cruz 70 'OEX' in the Transpac.

As an observer, Dan Nowlan summarised that 'OEX' was 200 miles offshore at night. The top of the rudder post apparently became dislodged, the rudder levered the bottom bearing out and there was a lot of water flooding in. A MAYDAY was sent out. On one of the two liferafts the metal tube used to protect the painter rope from UV had been sealed inside the canister causing a struggle to deploy. The crew were rescued by 'Pyewacket' which was 2 miles away.

7. Guide to Offshore Personal Safety

Plans to produce the updated GTOPS publication had been further delayed., recent developments have opened an opportunity to finally make progress.

8. International Regulations Commission

- (a) A verbal report was received from the Chairman of the International Regulation Commission. (see minutes of International Regulations Commission).
- (b) It was noted that British Standards Institute (BSI) have officially requested the revision on EN ISO 12401 Small craft Deck safety harness and safety line, Safety requirements and test methods. BSI had been contacted by the Marine Accident Investigation Branch to request the revision of EN ISO 12401 following the death of Mr Simon Speirs in a yachting accident in November 2017. The findings of the investigation have been shared with the CEN and ISO secretariat. MAIB have been invited to join PH/3/6 and participate in the revision of this standard

9. Any Other Business

(a) OSR Offshore Racing Environmental Code

James Dadd noted that the Sub-committee had not reviewed the OSR Offshore Racing Environmental Code for many years and that this should be a work item for 2020. James Dadd and Sally Honey agreed to be on the working party.

There being no further business the meeting concluded at 1715.