

Offshore Special Regulations

Offshore Sailing Incident Reporting

A submission from the Chairman, Oceanic & Offshore Committee

Purpose or Objective

To require competitors and event organizers to cooperate with establishing the facts of an incident for a World Sailing incident report.

Proposal 1

Responsibility of Person in Charge

Add new regulation:

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

Proposal 2

Application and General Requirements

Renumber 2.02 as 2.03, and 2.03 as 2.04, insert new regulation 2.02:

“The Organizing Authority of a race 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. 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.

Current Position

No requirement.

Reason

1. The principle of this submission is based on a supporting paper received by the Oceanic and Offshore Committee at the November 2015. At that meeting the Committee unanimously agreed to support this initiative (Minute 4(b)).
 2. Many incidents that occur during offshore sailing are not fully reported or the facts are kept confidential due to insurance company or other requests. Further, some reports may not be distributed due to the lack of appreciation of the substantial benefit of doing so for the sport of offshore sailing. World Sailing and the offshore community in general should learn more from offshore sailing incidents particularly when information about the incident may be relevant to World Sailing Offshore Special Regulations, or to the International Standards that relate to offshore sailing yachts and equipment such as yacht structure, stability, lifejackets etc, or to safety training.. What World Sailing learns will be published in the form
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of independent reports to maximize the benefit to the sport. There is much to be learned from excellent practices followed in aviation about the benefits of publishing accident reports.

3. It is proposed to establish a professional World Sailing panel for writing independent reports on offshore sailing incidents with the aim of allowing our sport to learn from our failures and identifying areas where our regulations can be improved; particularly related to boat design, stability, and safety training
 4. Progressing this subject will help to evolve a culture for the sport, an owner could refer to a World Sailing requirement and say to his insurer, boat builder, or designer: "I was racing under these rules and I will share information."
 5. The objective of the creation of independent reports on incidents of interest is not to assign blame but instead to work out the facts of what happened and publish those facts..
 6. At the November 2015 meeting Gary Jobson noted that in the United States, there had been five tragedies in as many years. There were initial concerns over liability when setting up a reporting panel, but US Sailing decided to press ahead and learn what happened. 2 years have passed, we did learn the need to encourage the sport to be safer and we did not cause any insurance/liability issues.
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