Offshore Special Regulations 3.14.3 (m)

Working Deck

A submission from the US SAILING Association

**Proposal:**

3.14 Pulpits, Stanchions, Lifelines

3.14.3

i) It is strongly recommended that designs also comply to ISO 15085

The following shall be provided:

m) In order to enable a safe foot treading, the working deck area adjacent to the outer deck edge, described by a line created by the outside of the bases of the lifeline stanchions, whether lateral or longitudinal, shall:

i) be free, continuous, and not angled transversally more than 10 degrees from the horizontal when the boat is upright.

ii) extend laterally to the outer deck edge

iii) have a width of at least 100 mm for design category D, 120 mm for category C, and 150 mm for category A or B measured perpendicular to the lateral outer deck edge of the deck.

iv) The outer edge of the working deck shall not be more than 150 mm inboard from the yacht’s extended sheerline.

**Current Position:**

3.14.3 i) It is strongly recommended that designs also comply to ISO 15085
Reason:

1. OSR 3.14.3 makes numerous references to the “working deck” but does not define the “working deck”.
2. ISO 15085 use the term “working deck”, but does not define it.
3. ISO 15085 as written
   a. Does not limit the width of working deck area adjacent to the outer deck edge
   b. Permits the working deck area in (a – above) to be at an angle from the horizontal of up to 30 degrees
   c. The combination of a) and b) permit designs to place stanchions on an angled surface such that they lose their effectiveness.

Secretariat Note:
The minutes of the November 2008 Offshore Committee and Special Regulation SC reads as follows:

(a) OSR 3.14 – Pulpits, Stanchions, Lifelines
Submission SR02-08 was received from US Sailing. Dan Nowlan presented a photo of a yacht with a substantially chamfered hull to deck join with the stanchions positioned down this chamfer, thereby reducing the effective height of the stanchion. The submission wording was acknowledged to not be fully sufficient and that it could have unintended consequences. On a proposal by Ken Kershaw the following recommendation was unanimously approved:

Recommendation to the Offshore Committee: Defer – on a unanimous vote, and ask the Equipment Control Sub Committee for advice on the wording and a definition.
Offshore Committee Decision: Defer