The Special Regulations Sub-committee held a Conference Call 20:00 – 21:00 hours on Thursday 25 June 2020

1. Opening of the Meeting
2. OSR 3.02 Watertight and Structural Integrity of a Boat
3. World Sailing Structural Plan Review
4. OSR 4.30 Emergency Pumps
5. Man Overboard Recovery
6. OSR Working Parties
7. Possible Submissions for 2020 Annual Meeting
8. Any Other Business

Present:
Will APOLD (CAN) – Chairman
Sally HONEY (USA)
Christophe GAUMONT (FRA) – Vice Chairman
Glen STANAWAY (AUS)
Per BØYMO (NOR) – ORC Representative
Roy van ALLER (NED)
James DADD (GBR)

Others Present:
Stan HONEY (Chairman - Oceanic and Offshore Committee)
Matt ALLEN (Vice Chairman - Oceanic and Offshore Committee)
Simon FORBES (Offshore Technical Manager)

1. Opening of the Meeting
The Chairman welcomed members to the Conference Call.

2. OSR 3.02 Watertight and Structural Integrity of a Boat
Questions were noted on the new Structural Inspection requirement for monohulls categories 0-3, effective 1 January 2021.

(a) Francesco Sette, UVAI Secretary (ITA) had written that:
   i. The official FIV measurers are not cleared for this type of inspections which in Italy have to be done by a professional surveyor (for instance for insurances, buyers etc.) at quite a high cost.
   ii. Please consider also that the rating italian fleet racing in cat.3 amounts to approx. 1300 boats!
   iii. It is therefore rather clear how compliance to such provisions, as actually standing, is virtually impossible and would generate kind of riots.
   iv. As a consequence the Italian MNA will be forced to depart from these rules even further considering that Italian Maritime Law already prescribes such type of controls periodically, the first after eight years from Launch and then every five years.
   v. We trust that before 1st of January the text could be amended applying it only from cat. 2 and above.

(b) Questions received from owners and surveyors in the UK included:
   i. Who is a ‘qualified person’? and who is authorised to issue these forms on the basis of survey?
James Dadd noted that the International Institute of Marine Surveying (IIMS) are developing a list of...
recognised and qualified surveyors. He also noted that RORC Special Regulations Committee felt that the OSR Requirement should be further deferred. Jason Smithwick had considered offering the Structural Inspection as a service from RORC Rating Office, but had concluded it was not practical to proceed.

Glen Stanaway highlighted that the review into the loss of the keel from ‘Showtime’ (after the Sydney-Hobart race) will highlight post-grounding inspection that was inadequate.

Sally Honey noted that a boatyard which was shown the Inspection Form had concern over their liability if they undertook the inspection.

Roy van Aller recalled that he held discussions with five boatyards in Netherlands and that they felt that the form could work ok. The critical points were that it needs to be on the boat owner’s initiative and booked well in advance. If the keel tip deflection is to be checked it needs to be when the boat is in the lifting slings and not when chocked for storage. Assessment of cracks should be done before new anti-fouling payment has been applied. Roy felt that it could work providing the cost was not driven up by requiring inspection by heavily-qualified surveyors. Removing the requirement for boats racing in Category 3 would significantly ease the introduction of the inspection requirement.

Christophe Gaumont felt that in France, as the requirement does not apply yet, nobody has paid any attention to the new requirement.

Will Apold asked, if the requirement is to be further postponed, what questions do we need to address that we can resolve within 12 months? Discussions included investigating if any definitions of ‘qualified person’ and additional definition of terms such as ‘tip test’ should be included in the OSR.

If the inspection requirement is not mandatory for January 2021, then the change should be made and circulated as soon as possible.

Simon Forbes highlighted World Sailing Regulation regarding changing the Special Regulations::

“30.1.2 In exception to Regulation 30.2.1 any change of clear necessity or pressing importance may be made effective on any designated date by 75% of the responding votes of both the Special Regulations Sub-committee and the Oceanic and Offshore Committee.”

Decision

On a vote of 4 in favour and 1 against it was agreed to change the effective date of the OSR 3.02.2, 3.02.3 and 3.02.4 to 1 January 2022.

Regarding removing the requirement from Category 3, this should be addressed by a formal submission to the next meeting.

3. World Sailing Structural Plan Review

(a) The ‘Scope of the Structural Plan Review’ was amended 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. The draft was circulated to Notified Bodies involved in the Plan Review Scheme and their comments incorporated in the document on the website:


It was agreed that an additional note requiring the fatigue calculations to be submitted to the Notified Body plus to have the fatigue noted on the assembly drawing as “total Damage Ratio”
4. **OSR 4.30 Emergency Pumps**

Has there been any feedback on the new OSR 4.30 Emergency Pump requirements?

A message from the Class 40 Secretariat was received noting that they would depart from the OSR 4.30 requirement. Citing the water ballast pumps and a proposed increase from 3.5m$^3$ in permanent flotation to be required by their class rules.

Christophe Gaumont recalled that at the October 2019 meeting he had voted against the submission to incorporate emergency pumps. Having further discussed the OSR 4.30 requirement with classes in France he had changed his opinion. He noted that Thomas Ruyant aboard the IMOCA 60 ‘Le Souffle du Nord’ in the 2016-17 Vendée Globe had suffered a major structural failure and managed to limp into Bluff, New Zealand. Thomas had confirmed to Christophe that the emergency pumping capacity would have been useful.

Following discussions, Christophe felt that OSR 4.30 Emergency Pumps should have some linkage with 3.23 Bilge Pumps. He felt that a pragmatic solution would be to include the capacity of all non-manual pumps on board to reach the requirement of 200l/min (12,000 l/hr). He accepted that battery technology had improved significantly over the last years. On this basis, only the Mini 6.5 class with limited batteries would need an exception, and their class rules specify that they shall be unsinkable.

Will Apold felt that the proposal could be the basis of a submission, and Christophe Gaumont agreed to work with James Dadd on a proposed submission.

5. **Man Overboard Recovery**

Sally Honey highlighted that she has been collaborating with professional sailors (Comanche), Storm Trysail Club (Rich du Moulin), and Cruising Club of America to further develop MOB recovery techniques. This is in response to the knowledge that the boat itself has been a lethal danger when in close proximity to the MOB. Last summer, Comanche’s owner and crew graciously allowed three aboard to video their MOB technique, using a trained rescue swimmer and a halyard as a mid-hoist. The video can be found on the US Sailing website here: https://www.ussailing.org/education/adult/safety-at-sea-courses/safety-at-sea-resources/.

Sally reported that the next stage is to try to adapt the technique for short-handed crews.

6. **OSR Working Parties**

(a) **ISO 12215-9 - Sailing Yacht Keel fatigue.**

Working Party: Jason Smithwick(Chairman), Hasso Hoffmeister(DNVGL), Stuart Carruthers, Stan Honey, James Dadd, Will Apold, Simon Forbes.

The Working Party is proposing to ISO TC 188 to:

i) Examine the Total Damage Ratio “MSF” value in ISO 12215-9

ii) Establish if the current fatigue recommendations should be part of the mandatory requirements for ISO 12215-9.
(b) OSR Offshore Racing Environmental Code

Working Party Members: James Dadd, Sally Honey, Mike Golding

James Dadd had been in correspondence with Dan Reading, Head of Sustainability, World Sailing and they were of the view that the OSR was not the ideal place for a code which should be of broader application.

7. Possible Submissions for 2020 Annual Meeting

Arrangements for the annual meetings are due to be confirmed no later than 1 August. The Special Regulations Sub-committee ‘meeting’ was scheduled for 26 October and therefore currently in accordance with Regulation 3.02.2 the deadline for Special Regulations submissions would be 13th September.

(a) 3.23 Bilge Pumps – Christophe Gaumont (see Item 4)
(b) 3.02 Structural Inspection – delete Category 3 – Roy van Aller (see Item 2)
(c) Dropping the term ‘Offshore’ in the Title – Roy van Aller

Roy van Aller felt that the name of the Offshore Special Regulations should drop the term ‘Offshore’. He noted ‘Appendix B – Special Regulations for inshore racing’

(d) 4.26 Storm and Heavy Weather Sails - Per Bøymo

Per Bøymo felt that the requirements regarding heavy weather headsails could be improved and updated.

8. Any Other Business

(a) Reports on Incidents were received:
   i) Ran Tan II – Elliott 50 - keel loss. 31 May 2019
   ii) Hugo Boss - IMOCA 60 – whale collision, keel loss. 3 November 2019

(b) Guide to Offshore Personal Safety

Roy van Aller asked if the was any progress with a revised Guide to Offshore Personal Safety. World Sailing’s financial situation and furloughing of staff had not been conducive to making progress.


(c) Offshore Racing resuming in France

Christophe Gaumont was pleased to report that following the French government lock down on sporting events. Two solo offshore racing events were going ahead – Solo Maître CoQ 340 mile for the Figaro 3 on 25 June and the Vendée-Arctique-Les Sables d’Olonne for 22 IMOCA 60’s on 4 July. Christophe highlighted that the competitors are Covid-19 tested on the pontoons before the race start and all relevant MRCC are fine with this approach.

There being no further business the meeting concluded at 2100.