

The Special Regulations Sub-committee met at Yas Conference Centre, Abu Dhabi, UAE at 09:30 – 18:00 (UTC+4) on Monday 24 October 2022

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 were made by the Oceanic and Offshore Committee held on the 27 October 2022 which, on behalf of Council, approves changes to the Offshore Special Regulations.

Present:

Sally Honey (USA)– Chair
Per Bøymo (NOR) – ORC Representative
Johannes Christophers (GER)
Christophe Gaumont (FRA)

James Dadd (GBR) – Vice Chairman
Richard Hinterhoeller (CAN)
Patrick Lindqvist (FIN)
Glen Stanaway (AUS)

Apologies:

Sally Garrett (NZL)

Angus Wilison (NZL)

Others Present:

Yann Rocherieux (FRA) -Vice-President
Katrina Ham - WS Classes Executive
Matt Allen (AUS) - Chairman - Oceanic and Offshore
Stan Honey (USA) - Oceanic and Offshore Committee

Alan Massey (GBR) - Chairman International Regulations
Jason Smithwick (GBR)

Philip Baum (RSA) - Vice-President
Jaime Navarro – WS Director Technical & Offshore
Francesco Gulizzi - WS Technical Specialist
Corinne Migraine (FRA) - Vice-chair, Oceanic and Offshore
Eleni Matzaridou (GRE) -International Regulations
Jeremy Wilton (GBR)

1. Opening of the Meeting

- (a) An introduction and welcome to the members of the Committee.

Sally Honey welcomed members and observers to the meeting, including Philip Baum, VP, and Matt Allen, chair of the parent committee, Oceanic and Offshore. Philip Baum provided an update from the board reporting on the current work regarding governance reform, stable finances, the new office in Hammersmith and the increase in staff resources. Matt Allen thanked the sub-committee for their work to date and into the future.

Sally thanked former WS staff member, Simon Forbes, for his many years of invaluable support & wished him well in retirement. She then thanked Jamie Navarro and newly appointed staff support, Katrina Ham, for on-going staff support.

- (b) Apologies for absence

Two apologies were received: from Sally Garrett and Angus Willison.

- (c) Declaration of Conflicts of Interests Register.

Given the agenda items, all members were asked for updates on already-filed conflicts of interest. Christophe Gaumont indicated his involvement with French sailing and confirmed he would recuse himself from voting on related topics. After a letter was received suggesting she was conflicted regarding an interpretation around regulation 3.11, and after discussion with the WS legal department, Sally Honey handed over proceedings to her vice chair, James Dadd. He confirmed with all committee members through unanimous agreement that no conflict existed.

2. Minutes of the Previous Meeting

- (a) Minutes

The minutes of the Special Regulation Sub-committee meeting of 25 October 2021 were noted as a true record.

- (b) Minutes Matters Arising

It was noted that, following urgent Submission SR01-22, the Sub-committee and the Oceanic & Offshore Committee agreed on amendments to 3.02.2 and Appendix L as published on 15 February 2022. These remove the requirement for documentation only, for Cat Mo3 keel and rudder inspections.

The sub-committee discussed the urgent submission that was received regarding category 3 introduction of keel inspection (2021 SRSC minute 4-OSR 3.02). It was noted that there had been expected resistance. This was predominantly received from places like the Mediterranean where there are few categories 3 races per year and where event organisers had concerns about the impact on participation. They noted however that it did have the positive impact of making boat owners think about their keels and it was agreed that it was a step in the right direction.

There were no matters arising not otherwise on the agenda.

- (c) Chair's Report – a verbal report from the Chair of the year's activities.

Sally Honey gave a verbal report of the year's activity that included the following: amendments to 3.02.2 and Appendix L Keel and Rudder Inspection that removes the requirement for documentation for Cat Mo3, our response to an Interpretation Request regarding OSR 3.11 and 3.08, the establishment of 4 new Working Parties, continuation of work on 2 existing Working Parties, continued Structural Plan Review and continued documentation of major incidents.

3. Special Regulations – Interpretation

- (a) In February 2022 a request for interpretation was received from the Ultim class representatives, Alain Giron, Patricia Brochard and Samuel Tual, regarding OSR 3.11 and 3.08 sheet winches below deck. The drawing included with the request did not indicate it was of any particular yacht. Based on the drawing included with the request and in accordance with WS Regulation 30.3 an interpretation was issued by the Special Regulations Subcommittee (SRSC) Chair, approved by the Oceanic and Offshore chair, and circulated to SRSC and Oceanic and Offshore Committees.
- (b) Regulation 30.3 states: At the next meeting following such interpretation, the same shall be reviewed by the Sub-committee and the Sub-committee shall consider whether any amendment to the Special Regulations is necessary or desirable to add clarity. The Sub-committee may also recommend revocation of any such interpretation.

Patrick Lindqvist made a motion to approve the interpretation, which was seconded by Richard Hinterhoeller. Glen Stanaway stated he understood the process and was comfortable with the interpretation. He recommended supporting the interpretation. He believes the appropriate way to change the OSRs is through a submission, but that this requirement is okay as it stands. Richard Hinterhoeller thought the interpretation appropriate, but there should be a discussion of the rule and how other regulations have evolved. James Dadd addressed the history of the rule and confirmed the rule is used successfully by 99% of boats, but there are a few classes with specific issues that can be solved by class rule changes, as the IMOCA class is doing. Jaime Navarro reminded the group that Organizing Authorities may amend the RRS without changing the Special Regulations. An observer commented that there may be a submission to clarify the rule. Christophe Gaumont cautioned care in changing the rule as it will affect safety on all boats. James Dadd stated that this committee provides a reference point, but different kinds of boats may need variance. Corinne Migraine, Oceanic and Offshore vice chair, suggested developing an appendix for high-speed foiling boats, as the new technology cannot be avoided, and it is dangerous to be exposed on deck in these fast boats. Sally Honey responded that this would be ideal, but it would be a big job requiring specific expertise. Following the discussion, and in accordance with Regulation 30.3, stated above, all committee members voted to approve the existing interpretation, with one abstention from Christophe Gaumont. There was no amendment to the Special Regulations thought necessary or desirable to add clarity.

4. Special Regulations – Submissions

(a) OSR 3.21 – Drinking Water Tanks & Drinking Water

Submission SR02-22 was received from the Offshore Racing Council to clarify the use of drinking water during Cat 2 and 3 races. Motion by Per Bøymo, seconded by Johannas Christophers.

It was noted that the replaced wording for the requirement for “permanently installed” water tanks from MoMu 2.3 needed clarification including how much water is required per day and whether it is intended for the duration of the race or duration of the voyage. The sub-committee also discussed concerns about the negative effect on sustainability of having too many water bottles, the potential impacts on stacking behaviours, the fact that this does not address emergency drinking water or when pumps are not required if a tap is at the bottom of the tank, and the use of water makers. The sub-committee also identified that wording of the current rule disadvantages small boats and there should be a clear goal of what needs to be achieved before rules are changed. The sub-committee voted unanimously to reject the submission.

Recommendation to the Oceanic and Offshore Committee: Reject

Oceanic and Offshore Committee Decision: Reject

(b) OSR 4.21 – Grab Bags

Submission SR03-22 was received from Richard Hinterhoeller on behalf of the Grab Bag Working Party and was seconded by James Dadd.

Richard explained the history of the working party and thanked Roy van Aller, Sally Honey and Simon Forbes for their work. He noted it is not a big change, but an improvement in consistency and will be helpful for inspections. He also accepted the following friendly amendment:

“If a grab bag has to accompany a specific life raft, it shall be clearly marked with the

identity of the matching life raft”

The sub-committee agreed the additional wording would be added at 4.21.1 as a requirement for boats with multiple life rafts. It was also noted that boats in Cat 4 races cover a broad spectrum of races and therefore race organisers will often adjust the requirements. In addition, sat phones are often used for data acquisition and therefore would be at a navigation station and not in a grab bag. This may affect the potential interpretations of wording of 3.29.3 regarding when a sat phone would be considered “in use”, and therefore allowed to be separate from the grab bag. Common sense would be needed as would considering the need to have an active sim card and full battery. It may be necessary to reconsider batteries with the common use of rechargeable batteries. The sub-committee voted unanimously to approve the submission with the amendment coming into effect in 2024.

Recommendation to the Oceanic and Offshore Committee: Accept with amendment

Oceanic and Offshore Committee Decision: Approved with amendment

(c) OSR Appendix H – Medical training – Model First Aid Course

Submission SR04-22 was received from Australian Sailing regarding rewording of appendix H, Medical Training. Motion by Glen Stanaway which was seconded by Johannes Christopher.

Glen Stanaway explained the process of rewording the appendix including consulting two medical experts: Dr Andrew Nathanson, from USA, and David Austin, from NZ/AUS. It was noted that the submission had no substantive changes but clarified and resolved inaccuracies. The sub-committee discussed the difference in first-aid courses in different MNAs, including some based on this appendix. The sub-committee voted unanimously to approve the submission for coming into effect in 2024.

Recommendation to the Oceanic and Offshore Committee: Accept

Oceanic and Offshore Committee Decision: Approved

(d) OSR Appendix J – Hypothermia

Submission SR05-22 was received from Australian Sailing regarding rewording of Appendix J, Hypothermia. A motion by Glen Stanaway was seconded by Richard Hinterhoeller.

Glen Stanaway explained the submission and the objective of clarification to improve accuracy. The sub-committee voted unanimously to approve the submission for coming into effect in 2024.

Recommendation to the Oceanic and Offshore Committee: Accept

Oceanic and Offshore Committee Decision: Approved

5. Working Party Reports

(a) Keel Improvements – (Oceanic and Offshore Committee/ Special Regs)

Jason Smithwick, Chair of the O&O Keel Improvement WP, gave an update on the activity of the working party. He noted the link of ISO standard 12215 part 9 to the World Sailing Plan Review process, recalled the history of opening the

ISO standard for review and thanked Simon Forbes, James Dadd, Richard Hinterhoeller, Hasso Hoffmeister and David Lyons for their input. The sub-committee noted the importance of minimising keel failures given their link to loss of life at sea and the pressure on designers to design to the edge of this standard.

Richard Hinterhoeller then gave a verbal update from the WG 35. He thanked Simon Forbes for his work and noted Simon did a great job of nominating a wide variety of experts. Richard reported on the pushback received and the finding that if you add 33% to the critical structures you will increase the lifespan by a factor of 10.

The sub-committee noted the importance that this issue be covered by an ISO standard rather than by World Sailing as it will ensure all boats sold in Europe will need to meet these standards and, with the common overlap of cruising and racing, it is important to include recreational yachts. There will be monthly meetings going forward with the first deliverable due in February. Johannes Christophers stated there had been pushback from German owners regarding inspections, the definition of a qualified person and the potential liability. It was noted that Jaime Navarro is also able to join the meetings. Sally Honey thanked Richard for his contribution and looks forward to future updates.

(b) Refinement of OSR

Richard Hinterhoeller gave an update on the progress of the working party. He thanked the members of the working party for their work over a half dozen Zoom calls and noted that, although there has been lots of progress, work is still advancing. To date they have focused on sections 1-6. The documents are currently available online including the study document. In addition to wording, the numbering system has been clarified, but further refinement is needed, including examining ripple effects.

(c) OSR Questionnaire to Stakeholders

Johannes Christophers gave an update on the Questionnaire intended to inform the OSR Refinement progress. He presented detailed findings of the survey's 134 results including how people use checklists as shopping lists, the need for education/explanations to develop owners' understandings of the OSR and the increased use of technology when using the OSR, which creates the need for availability on multiple platforms. Jamie Navarro congratulated the working party on their work and for taking the lead on the project.

(d) Grab Bags – OSR 4.21

Richard Hinterhoeller declared this working party's job completed. See submission in Item 4.

(e) Deck Chamfer OSR 3.14

Johannes Christophers and James Dadd gave an update on the Working Party regarding OSR 3.14, placement of stanchions and toe rails on boats with chamfered deck edges. Having identified the danger point being just in front of the mast, James reported on the difficulties of defining rules given the multitude of definitions and the variety of factors that need consideration. Their objective is to focus on safety and not to define a specific point for designers to work to. There is also a need to think about the impact of concave decks such as those seen in the IMOCA fleet. The sub-committee agreed on the importance of this work and the need to take time to consider the possibilities and implications. There is also the potential to link to existing ISO standards. They are working on

a submission for next year, including defining specific wording, which is a challenge.

(f) Medical

Glen Stanaway gave an update on the working party and declared the work done. See submissions in Item 4.

6.

6. World Sailing Structural Plan Review

- (a) It was noted that 247 certificates of structural plan review have been registered since the introduction in 2010 for Category 0-1-2 Races. A list of one-off yachts and the certificates for series-produced yachts can be found at:

<https://www.sailing.org/inside-world-sailing/activities-services/technical-offshore/technical-services/osr-plan-review/>

7. Incident Reports

Sally Honey provided highlights to some of the incidents that have occurred during the past year. In summary, there were two collisions, two capsizes, two keel failures, and one grounding, with no lives lost. The sub-committee noted the written reports on the following incidents:

- (a) April 10: the 50' Tri, "Les Petits Doudous," capsized while participating in the 1000-mile race between Les Sables d'Olonne, Fastnet and Cap Finisterre. Less than two hours after the capsize, Spanish emergency services hoisted the uninjured Armel Tripon from his 50-foot trimaran and transported him to La Coruña. Tripon noted that the autopilot stalled when overpowered and luffed instead of bearing away. A positioning beacon set by Tripon aided in locating the hull.
- (b) April 18: the first Infinity 52 to be delivered, "Tulikettu," collided with a UFO in the North Atlantic while sailing from Cascais, Portugal to Gosport, UK. The EPIRB was launched on April 20 at 00:54 UTC and the crew was evacuated to an oil tanker that had been diverted to assist. A search was started for Tulikettu on April 21 but abandoned 8 days later. A new sighting on May 23rd restarted the search. The boat was found on June 4, 100 miles west of Cape Saint Vincent, and towed to Portimão. After repair, Tulikettu is expected to resume racing.
- (c) July 2: the Farr X2, Nexba, lost its keel and capsized in extreme sea conditions near Wollongong, NSW. The two crew members spent 15 hours on the capsized hull before being rescued by a Royal Australian Navy destroyer in 56 km/h winds and 2-meter swells. An independent review of the incident will be conducted by the Royal Prince Alfred Yacht Club and shared with Australian Sailing and World Sailing on completion. It was noted that rudders were also missing from the images provided.
- (d) July 14: the Langevin 50' trimaran, PiR², capsized off Cornwall just one day before finishing a transatlantic solo crossing. Etienne Hochedé was headed for the French port of Fécamp when his starboard float hit a cardinal buoy off the Isles of Scilly. The bulkhead in the starboard float was damaged, the float took on water, sank, and capsized the boat. Fishermen in the area saw the capsize and called 999. A Navy helicopter picked up Hochedé in less than 15 minutes, but when he was taken to the Royal Cornwall Hospital, he could not prove his identity since all his possessions, including passport, remained on the capsized boat.
- (e) July 19: the Barreau-designed 50' catamaran, Lodi Group, capsized 60 miles south of the Fastnet while Loïc Escoffier was racing solo in the Dhream Cup. The Irish Coastguard picked him up 7 hours after the capsize and the boat was towed to Lorient.

The broken mast was sleeved, and the boat prepared to race in the 2022 Route du Rhum race.

- (f) August 2: the Etienne Bertrand-designed Class 40, Glaces Romane (ex. Groupe Berkem), lost its keel off the coast of Spain while Laurent Camprubi was sailing close-hauled in 30-knots of wind during his qualification for the Route du Rhum. Camprubi managed to hit his distress beacon, then spent 16 hours in his survival suit in the upturned cockpit before being rescued by divers from the Spanish Salvamento Marítimo, which dispatched resources as soon as the distress signal was triggered. They supported the boat with floating balloons to keep it afloat while they rescued Camprubi. The boat was towed to La Coruña with the hull intact but needing the rigging and interior to be completely rebuilt.

James Dadd noted that in the past there were lots of IMOCA incidents but that has changed since the introduction of new keel rules. However now there is a renewed concerning trend of Class 40s losing keels. It was noted that Katrina Ham and James Dadd will work together to study this trend.

- (g) September 18: the Tashiba 36, Spirit, ran aground on the Canary Islands during the Golden Globe Race, when skipper Guy DeBoer fell asleep, and his self-steering vane reacted to a change in wind. Guy DeBoer has been rescued, but the boat remains on the shore.

It was noted that while this event, GGR, is called a race, it is not operated as one in that it does not use the Racing Rules of Sailing, there is no jury and it is not recognized as a race by the MNA of the departure country, the FFV.

There was substantial discussion of several of the incidents and the consequences of incidents that happen in non-race conditions, including on qualification passages. It was noted that insurance and liability issues can increase the difficulties of accessing reports. The sub-committee believes that reporting helps the sport to understand dangers and offers an opportunity to share best practices regardless of whether the cause is a human error or equipment failure.

8. OSR 3.02 Watertight and Structural Integrity of a Boat - Appendix L Model Keel and Rudder Inspection Procedure

Sally Honey remarked this is an important means for existing boats to prevent keel failure. While supporting the rule, Johannes Christophers reported on the pushback from the German Offshore community on the wording of qualified person and liability. This led to an open discussion about who is doing the qualifying, the meaning of it and the liability of the person carrying out these inspections. James Dadd noted the report is just to give information on the status of the keel, not to define what the owner should do. It was suggested that submissions can be made if further clarification on “qualified person” is required.

It was also noted that the FAQ’s on keel inspections could be updated. It was agreed that all sub-committee members would ask their MNA’s for feedback on the FAQ’s and that they would report back to Katrina Ham to collate and then work with Jason Smithwick to update.

9. Inadvertent Distress Beacon Activations

Glen Stanaway commented on a report provided by the Ocean Racing Club of Victoria, Special Investigations Group regarding inadvertent Distress Beacon Activations. He noted that AMSA is not worried about activations that happen during competition and

more about disposals. It was noted that inadvertent activations could lead to not taking signals seriously as well as the costs involved in subsequent search and rescue operations. The sub-committee also discussed the issues around limited knowledge on the use of sat phones and DSC technology, the need for training to be boat specific and various ways to encourage more pre-race training.

10. Disability in OSR

Sally Honey reported a request received by the SRSC to consider including guidance and adaptations for participants with disabilities. A video was shown that highlighted the benefits for athletes with disabilities in existing programs. The sub-committee discussed the potential and importance of including people with disabilities while noting the challenges given the wide variety of abilities and associated complications. It noted the need to be aware whether the OSR's create barriers or restrictions to participation. Acknowledging the lack of expertise in the group, the sub-committee chair has contacted the Para World Sailing Committee for guidance.

11. International Regulations Commission

Alan Massey, Chairman of the International Regulations Commission, reported on the work of the Commission and its meeting earlier in the conference. A summary of the Commission's past year's work can be found in the Commission's agenda and supporting papers.

Alan highlighted the role of the commission to monitor the regulatory framework that might impact sailing and the ever-increasing ambition and scope of the regulations. The two main areas of surveillance are environment and safety. His role is to intervene on behalf of World Sailing in the interests of sailors worldwide.

Regarding the environment, he reported on the stronger GHG emission regulations and marine plastic litter regulations that are being extended to smaller fishing vessels. He also noted the Polar code and World Sailing's proactive stance to develop a Polar Yachting Guide to demonstrate to the regulatory bodies that we are responsible and do not require regulation. He noted the ballast water convention and the potential implications if it is extended to smaller yachts. He reported that in 2025 the entire Mediterranean Sea will become the world's fifth Emissions Control Area for sulphur oxide. He also drew attention to the looming challenge of end-of-life disposal of GRP boats, which could clearly affect the sailing community.

Regarding safety, Alan reported on the Commission's interventions in the development of a future code for Marine Autonomous Surface Ships and their participation in a correspondence group. He also reported on interventions and participation in correspondence groups regarding the navigational hazards of containers lost overboard and the commission's push to make tracking devices mandatory. It is also pressing for more consistent rules allowing free passage for small craft in windfarms, given the safety implications. There is revised piracy advice on the World Sailing website.

Alan highlighted the position of sailing as an environmentally friendly sport and stressed the benefits of being proactive and on the right side of the regulatory curve.

12. World Sailing Sustainability Agenda 2030

Alexandra Rickman reported on the progress toward the World Sailing Sustainability Agenda 2030: of the 56 deliverables across 6 operational areas, 18 are complete, 24 are in progress and 14 have not started. She emphasised that "completed" does not mean they can be forgotten. This year she has focused on technical deliverables.

Deliverables number 10, 22 and 23 are linked directly to the Oceanic and Offshore committee. Deliverable 10 requires that all newly constructed offshore yachts (OSR Cat 0,1 and 2) produce at least 20% of their power requirements using renewable energy sources whilst racing. This objective has been changed for implementation in 2024. Deliverable 22 is linked to assisting MNAs create bio-security plans for events to minimize the risk of spreading invasive species. Deliverable 23 creates guidance to mitigate the negative impacts sailing can have on marine cetaceans. She will change this wording to mega-fauna to capture turtles and other marine life. Deliverables 10 and 23 were identified as priorities for 2023.

Alexandra reported on collaborations with the Ocean Race, IMOCA Class and 11th Hour Racing to develop a system for reporting strikes. The next steps for the offshore community will include looking at the OSR and a timeline for deliverables while considering learnings from the IMOCA class and their experience introducing rules. She noted the need to continue work on biosecurity and education, citing the lack of common knowledge on potential sources of transfer such as clothing and equipment. Her objective is to work with the Oceanic and Offshore community to develop a reporting system for sightings and strikes as well as to work with special events on their sustainability plans including biosecurity and mega-fauna.

The sub-committee discussed sustainability and the current target of 20% renewable energy with the thought that it would be ideal to increase that number. Jason Smithwick noted the work on increasing the age allowance for boats to improve sustainability and the objective of having a “green label” scheme for more sustainable sails.

The World Sailing Sustainability Agenda 2030 is available here:

https://issuu.com/worldsailing/docs/sustainability2030_17may2018 (Page 11 to 14 includes the deliverables through technical standards)

Other WS sustainability programmes can be found here:

<https://www.sailing.org/about/Sustainability>

13. Any Other Business

There being no further business there was a motion to adjourn and the meeting concluded at 16:21.