

Deck Chamfer

[Insert Subtitle]

A submission from the Special Regulations Sub-Committee

Purpose or Objective

To replace OSR 3.14.1. e) with new wording to adjust for modern designs with heavily chamfered hull-deck joints.

To replace OSR 3.17.1 with new wording to adjust for modern designs with heavily chamfered hull-deck joints.

Proposal

OSR 3.14.1.e)

The outside of pulpit and stanchion base tubes no further inboard from the ~~edge of the working~~
perimeter of the deck than 5% of maximum beam or 150 mm (6"), whichever is greater, nor
further outboard than the **perimeter of the deck, where the perimeter of the deck is defined as**
the hull and deck intersection at an angle of not more than 15 degrees to the horizontal in a
transverse plan when the yacht is upright. ~~edge of the working deck~~

OSR 3.17.1

Permanently installed toe rail of minimum height 25 mm (1"), located **at or inboard of the**
perimeter of the working deck, no more than 100mm inboard of the perimeter of the working
deck, as close as practicable to the stanchion bases, around the ~~foredeck~~ **working deck** from
abreast the mast.

Current Position

As above

Reasons

1. Developments in yacht design have produced potentially dangerous deck shapes in the bow sections that make a safe and OSR-compliant arrangement of stanchions, toe rails and lifeline spacing questionable.