

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.