

Oceanic and Offshore Committee (OOC) Report 2024

Matt Allen AM Chair. Corinne Migraine Vice Chair.

Offshore sailing continues to become more diverse in terms of the performance of yachts competing and their respective technologies and budgets. We expect this trend to only increase in the future.

This will create unforeseen challenges in terms of regulation and the racing of mixed fleets of yachts. These changes are a challenge for the future of sailing in the near term and into the future as these technologies become more widespread.

The administration of sailing and especially the Offshore Special Regulations (OSR's) are having to respond to the challenges of the increasingly diverse fleet of yachts.

Double-handed offshore/keelboat sailing continues to grow rapidly, and regular events are now being held at all levels including World Championships at one-design and rated events. The awarding of 2024, 2025 and 2026 World Championships by WS was a huge step forward for double handed sailing at the highest level.

The 2024 World Championships has concluded recently, a thorough review of this event is currently under way.

Many double-handed events are now being held, across Europe especially. Some dates of these events have overlapped. We plan to convene a group to provide global co-ordination in this part of sailing much like we do for Oceanic events.

Stability Working Party:

The Stability Working Party was established by the OOC after the 2023 annual meeting to review OSR Regulation 3.04: Stability-Monohulls. The terms of reference were approved by the OOC, and the members of the WP were appointed by the OOC Chair and Vice-Chair.

The WP members are Dan Nowlan (USA, Chair), Richard Hinterhoeller (CAN) and Andy Cloughton (GBR).

We are conscious that stability is fundamental to safety and any WP recommendations must be with a view as to both the safety and impact of any changes on existing fleets.

The WP recommendations will be tabled via submission at both the Special Regulation Sub-Committee and the OOC meeting in November.

I thank the three members of the WP for their important work in this complex and vital regulation.

Regulation 38-Safety Reporting Working Party:

Several members of the OOC and the Safety Commission have worked together to draft a submission to change regulation 38-Safety Reporting. This submission, if approved, will make sailing safer. The progress made to date in writing the submission has been most

pleasing, although the process of changing the culture of the sport towards safety and incident reporting is a work in progress.

Offshore incidents continue to be too numerous and often with serious outcomes. We need to work with the Safety Commission to simplify the reporting and retrieval of incidents on the WS website. We all need to ensure that these reports lead to better safety outcomes in sailing.

Offshore Advisory Group:

The Board appointed a group to design a potential event for Brisbane 2032 and to further develop double handed keelboat sailing. Several meetings have been convened and decisions made. Further development work is required post the recently held World Championships to develop an alternative potential event.

The “Sailing Marathon” event, as its being named, is a perfect response to the Olympic Vision adopted by World Sailing.

Special Regulations Sub-Committee:

I encourage you to read the Chair of the Special Regulations Sub-Committee, Sally Honey’s report.

A considerable amount of work has gone on in the past year by Sally, the Vice Chair, James Dadd and Sub-Committee members. I want to express my thanks to Sally for all her excellent work over many years and her ability to navigate complex issues and her leadership during the quad.

Offshore Safety Advocacy:

It is my regret that WS/OOC has done little in this area in the last few years. A plan to increase this focus will be discussed by OOC in the November meeting. We will need assistance from staff or volunteers with a communications/journalism background to execute in this regard.

Technology and Offshore Racing:

Technology continues to develop and impact offshore sailing and post the recent Americas Cup this will continue to be the case. We have made recommendations via the OSR’s to Organising Authorities (OA’s) to recommend restricting usage of LIDAR type technology. Stan Honey has taken the lead in this area, and we will continue to anticipate and watch any developments in this area.

The increasingly diverse nature of sailing will increase the challenges in this area.

I thank Stan for his wisdom and counsel.

Keel Improvement Working Party:

The revision of ISO 12215-9: Sailing craft appendages as the second edition has been published as a Draft International Standard for voting which terminates on 24 October 2024.

I am hopeful that we are close to doubling the operational life of keels manufactured, to 16 million stress cycles. This process has taken many years, and I thank all those involved as this is a critical area of improving safety.

Conclusion:

I want to thank Vice President Philip Baum for his guidance and inputs during the last 4 years.

Thank you to our Committee, Sub-Committee and Working Party volunteers for their efforts over the last four years. A few members are retiring after many years of service to sailing, with our thanks for their work and support and best wishes for their future.

To the staff, especially Katrina Ham, thank you very much for all your work and patience, and for keeping us all on track.

2024 Special Regulations Subcommittee Annual Report to its parent, Oceanic and Offshore Committee

The Subcommittee reviewed a total of 19 submissions at its 2023 Annual Meeting. Of these, two were changed through Urgent Submissions in February, possibly as a result of too many submissions under consideration to allow sufficient time for review.

These are the two revisions:

Deck Chamfer: a “grandfathering” clause was added to the Deck Chamfer submission. The revised OSR 3.14.1 e) now reads: **“if a boat’s first launch date is after 2024,** the outside of pulpit and stanchion base tubes no further inboard from the **perimeter of the** deck than 5% of **boat 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 plane when the yacht is upright,**

Storm & Heavy Weather Sail Inventory: The requirement for reefable mainsails (Submission 17-23) was rescinded. OSR 4.26 Storm & Heavy Weather Sail Inventory remains as it was in the 2022-23 OSRs.

The new version of 2024-2026 Offshore Special Regulations was published in March. To note, there is a new appendix M that provides optional wording for the NoRs and SIs of Organizing Authorities should they chose to include any of three topics related to: Sustainability; limits on RRS 52 non-manual power; and an exception to RRS 41(c), outside help.

Among other changes, there is now a limit of 2 years after the expiration of one’s previous 5-year Personal Survival Training Certificate within which a refresher course may be taken. If the 5-year certificate expired more than 2 years prior, it is now necessary to take the full 2-day course/hybrid online course for a new 5-year offshore certificate.

In addition, the Regulations Refinement working party continues to update the entire document to make it clearer. There is a further refinement submission to be considered in November’s meeting. We will have a total of 13 submissions to review this fall in Singapore.

Separately, there was a very successful Certificate of Plan Review Scheme meeting, which was identified as a key objective at the 2023 SRSC Annual Meeting. The Plan Review Scheme meeting took place virtually on 27 June 2024. It was led by James Dadd and included the following attendees: Urvasi Naidoo (WS Director of Legal and Governance), Katrina Ham (WS Offshore and Safety Manager), Richard Hinterhoeller (Special Regulations Sub-Committee member), Jason Smithwick, Stuart Carruthers, Christophe Waehling – DNV SE, Johannes Werner – DNV SE, Alistair Rae – HPIVS, Bas Edmonds – HPIVS, Flavio Faloci – RINA, Christophe Seity – ICNN, Alexandre Cocheril – ICNN, Ulrich Manigel – IMCI, Aldo Gatti – Udicer/ Nautitest, and Metteo Rossetto – Udicer / Nautitest.

Discussions during the meeting included the objectives of the Certificate of Plan Review scheme, challenges builders currently face in building to a plan and the implications of the scheme. It was felt that the objectives of the scheme, although challenged by ISO 12215, remain

essential. Katrina Ham provided an update to the administrative processes involved. James Dadd expressed support for an annual review of the concerned organizations to strengthen the relationship of all bodies and ensure the scheme continues meeting its objectives. Further discussion covered challenges and opportunities including: the importance of the ISO standard remaining fit for purpose to include both modern and older designs; the potential of ISO 12215, part 4; and modern foiling designs. There was also discussion of structural failure on boats that have WS Certificates of Plan Review, including the desire to learn more and require reporting such incidents. However, it is understood that there are challenges to sharing such sensitive information, especially given current pushback from the insurance industry. It was agreed that further transparency following incidents is needed in order to benefit the sport, despite the many challenges.

To note, we received the completed excellent report on the 2023 Rolex Fastnet Race describing many of the incidents that occurred and suggestions for avoiding/alleviating them in the future. It will be interesting to see what further submissions come from that review.

Current SRSC Working Parties include: ongoing refinement of the entire OSR document, including improving its translatability; continued review of chamfered decks/toe rail placement to increase safety on board; continued efforts of the Stability Working Party to address keel and other issues. In addition, there is a strong suggestion to convene a new working party to address the whole of OSR 4.27, Storm Sails.

We are pleased to acknowledge the work of the new Safety Commission and its improvement of Regulation 38.

Offshore Incidents continue to be too numerous and too serious. I continue to push for a more interactive friendly listing of Incident Reviews on the WS website. It would be ideal to be able to separate the offshore incidents from the inshore/dinghy incidents and to allow incident reviews from the past to be included. There is much useful knowledge available that is not included on the site due to some technical issues. These additional reviews could help prevent future incidents.

Finally, we continue to have requests for the long-defunct ISAF Guide to Offshore Personal Safety. It would be terrific to have this renewed either as a print document or virtual online book as the US has done with its Safety at Sea Digital Textbook (<https://shop.ussailing.org/copy-of-safety-at-sea-a-guide-to-safety-under-sail.html>). It was a valuable tool for new sailors as well as a terrific review for all.

Respectfully submitted,

Sally Lindsay Honey, chair, Special Regulations Subcommittee