

Offshore Special Regulations 2024-2025

Rule 3.14.1 e / Pulpits, Stanchions, Lifelines

A submission from the vice-chair of the Special Regulations Sub-committee on behalf of the TP52 Class

Purpose or Objective

To equalise boats launched before 1 January 2025 having a design and/or performance advantage over boats launched after 1 January 2025 whilst keeping the essence of the rule we ask to amend intact.

Proposal 1

To amend OSR 3.14 (Pulpits, Stanchions, Lifelines) 1 (General) e to read as follows:

if a boat's first launch date is after 2024, the ~~outside~~ **inside** 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,

Proposal 2

To also limit the outer position of stanchion base tubes to where most rules and classes have limited to (the 45-degree tangent to the sheer) and amend OSR 3.14 (Pulpits, Stanchions, Lifelines) 1 (General) e to read as follows:

if a boat's first launch date is after 2024, the ~~outside~~ **inside** 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. **The outside of pulpit and stanchion base tubes shall be within the 45° tangent to the sheer.**

Current Position

As above, this submission has been put together with the help of and is supported by:

Adolfo Carrau, Botin Partners

Tobias Kohl, Judel Vrolijk Design

Mark Mills, Mills Design

Jim Pugh, Reichel Pugh Yacht Design

Reasons

1. Grandfathering the existing fleet concerning the position of stanchions, pulpits and pushpit creates or potentially creates unfairness between grandfathered boats and new boats launched after 1 January 2025.

2. The unfairness mentioned in 1. can be triggered in various ways depending on which design and/or rule choices are made based on the new OSR 3.14.1 e. For instance:

A) Stanchions end up further inboard on boats with an identical hull and so the crew hiking end up further inboard resulting in less righting moment between otherwise identical boats, the only difference being that one is launched before 1-1-2025 and the other after.

B) Sheer radius is reduced on boats with an otherwise identical hull in order to get the stanchions as far outboard as before 1-1-2025 leading to serious discomfort for the crew hiking soon resulting in less righting moment than when comfortably or if you wish less uncomfortably hiking.

C) Where an option, wider hulls are drawn resulting in all kind of rating, performance and windage effects. Please note, this is not possible for box-rule boats like the TP52 as these are already all build on max beam.

D) Box Rule classes sofar invoking the OSR are forced to amend OSR 3.14.1 e in their class rule to avoid new boats being less competitive than the existing fleet. Resulting in the new boats being less attractive once brought onto the second-hand market as requiring expensive modifications, as well as that the new boats are less suited for dual purpose use in class as well as handicap racing.

3. Where the complete existing fleet, whether with its stanchions and lifelines at a position and height considered safe or unsafe, is left untouched by the new rule OSR 3.14.1 e the large majority of the future additions to that fleet are being disadvantaged in potential performance as well as in value, in fact discouraging to build new, for a gain of stanchion and upper lifeline height of less than 10 mm and often much less than 10mm compared with the text as proposed in this submission, depending on the distance chosen outboard of the deck perimeter within which it would be permitted to place stanchions, etc. If 10 mm saves lives, then why not up minimum lifeline height for all the fleet by that amount or even more?

4. Indeed, there are existing boats with stanchions etc further outboard of the deck perimeter than the inside of stanchions or pulpits/pushpits suggested to amend to above. Why not also accommodate these? First, the extreme cases were what triggered changing OSR 3.14.1 e for 2024. There were and are few of those, but a trend could be seen towards further misuse if not abuse leading to clearly unsafe boats. We support and applaud this trend being dealt with. But we feel it could have been dealt with better avoiding damage to the marine industry by discouraging owners to build new while still achieving the safety objective.

5. In OSR 3.14.1 e 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”. The term “perimeter of the deck suggests defining where the deck becomes hull. However, the ERS has a different definition for where the (top of the) deck ends and the (outside of the) hull starts, labelling this as the sheerline: “The line formed by the intersection of the top of the deck and the outside of the hull shell, each extended as necessary. Which also is the definition the TP52 Rule follows. Then, other rules use other definitions for sheer, like the IMS, where the sheer is defined by the 45-degree tangent. Also, various rules use the term “working deck”, often without clearly defining this. In the TP52 Rule the working deck is defined by the 45-degree tangent, so different from the deck, in order to streamline stanchion positions with the IMS Rule.

6. Sailing is not helped by adding another term and definition for the deck, even if it would be very clear this term and definition only reference to the position of stanchions, pushpits and pulpits. Which in case of OSR 3.14.1 e is not specifically mentioned and so not clear. Consequently, introducing the term “perimeter of the deck” is not without risk and likely only a matter of time for it popping up elsewhere.

7. The sheer, whether the intersection of top of deck and outside of hull or the 45-degree tangent, is well used for all kind of measurements and references, like freeboard measurements, measuring

draft and rig heights like BAS, IG and ISP. Also, when designing / engineering hull and deck and later when building a boat it shall be 100% clear which is deck and which is hull, as often the materials and orientations of materials are quite different between them.

8. It could be good alternative if the working deck was defined properly and then stanchions, pulpits and pushpits ruled to be placed within the working deck. Which would make sense from terminology point of view. But it could take a while before we see such definition.
