

Representatives from invited Recognised Organisations met virtually on Microsoft Teams at 13:00BST on Thursday 27 June.

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Present:

James Dadd (Special Regulations Sub-Committee Vice-Chair)

Urvashi 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 Raey – HPIVS

Bas Edmonds - HPIVS

Flavio Faloci – RINA

Christophe Seity – ICNN

Alexandre Cocheril - ICNN

Ulrich Manigel – IMCI

Aldo Gatti – Udicer/ Nautitest

Metteo Rossetto – Udicer / Nautitest

Apologies:

Jaime Navarro (WS Director of Technical and Offshore)

Alessandro Suardi – ENAVE

1. Opening of the Meeting

- (a) Welcome from meeting Chair James Dadd (Special Regulations Sub-Committee Vice-Chair)

James Dadd welcomed attendees to the meeting. He thanked them for their involvement in the Certificate of Plan Review Scheme and emphasised the desire for more interactions and meetings in the future.

- (b) Welcome and introductory remarks from Jaime Navarro (WS Director of Technical and Offshore)

James Dadd noted the apologies received from World Sailing Director of Technical and Offshore, Jaime Navarro.

2. Updates from World Sailing

- (a) A review of the objectives of the Certificate of Plan Review scheme.

Jason Smithwick detailed the history of the World Sailing Certificate of Plan Review Scheme recalling the previous system of designer declarations was not sufficient. James Dadd recalled experiences and challenges from a builder's perspective to build to a plan and the potential implications to the scheme. The objectives of the scheme were discussed, noting the challenges around ISO 12215, while agreeing it is essential that it remains fit for purpose.

World Sailing Certificate of Plan Review Meeting (continued..)

- (b) An update on the administration processes regarding Certificate of Plan Review Scheme by Katrina Ham (WS Offshore and Safety Manager)

Katrina Ham gave a brief update from the Executive Office, highlighting the need for Recognised Organisations to give sufficient time for the processing of requests, noting 10 days is the suggested timeframe. She also reported on the changes to the fee's starting from 2025. She noted that in November/December the bodies would receive a letter confirming the fees for the next year, along with an invoice for the annual subscription to be paid. It was emphasised that the increase in fees would reflect the increase in operating costs recognising the emphasis on safety the scheme promotes.

- (c) To discuss the objective of an annual review of the organisations involved in the scheme.

The objective of an annual review of the organisations in the scheme was noted by James Dadd. He explained the desire to have a stronger relationship with the bodies and to ensure the scheme was continuing to meet the objectives. It was noted that the review could include the payment of annual subscriptions, the activity of the body in the scheme over the past year as well as their willingness/response rate to enquiries regarding keel failures.

3. Best Practice Discussion

- (a) Discuss the challenges and opportunities facing the Certificate of Plan Review Scheme including:

- i. The ISO standard

Noting the importance of the ISO standard remaining fit for purpose, James Dadd invited thoughts from the attendees. Some of the recognised organisations reported challenges with the current version of ISO12215, raising the question of potentially reverting to a previous version. The potential implications were discussed including the impact on competitiveness of newer boats as well as the risks for not promoting the most recent version. The potential of working better with ISO to improve the standard was also suggested. The potential benefits of guidelines from World Sailing on the use of the start was raised, with James Dadd noting that input from this group would be required if any were to be developed. The need to think about smaller "average" boats was needed as well as for the bigger/sponsored boats was also highlighted. James Dadd invited attendees to think about the topic further and to come back to World Sailing with suggestions.

- ii. ISO 12215 – Part 4 – Potential inclusion in Certificate of Plan Review

The group discussed the potential inclusion of ISO 12215, part 4. The options from the organisations and attendees were diverse. Some attendee's advocated for its inclusion while others questioning the cost to benefit given the need for workshop reviews. It was also noted that the section has not been updated recently.

- iii. Modern yacht designs including foiling

James Dadd opened the discussion on the increase in foiling boats. One attendee gave an example of a foiling boat they are aware of that is interested in a Certificate of Plan Review. It was noted that there is currently no standard for foiling boats but that this is an area that will be of increasing importance. It was agreed that any future requirements would need to include the increased loading

on the boat as well as the implications of striking on the integrity of the hull. The potential for future differentiation of requirements for “high-performance” / foiling boats and more traditional designs was noted, with examples of boats collapsing and crashing at high speed given. It was agreed that this is an area that will require more thought.

4. Any Other Business

James Dadd outlined World Sailing’s desire to learn more from keel failures as well as the challenges faced with investigations. The requirement to report incidents such as keel failures was discussed, with references to World Sailing Regulation 38. Noting the challenges World Sailing faces in gathering detailed information from builders, the potential for the bodies in the scheme to assist was raised. Urvasi Naidoo raised the potential of a clause being added to the application process to include the requirement to share information. Representatives from the recognised organisations noted the challenges in sharing information citing their responsibilities and commitments including under CE marking. The influence of the insurance industry was also noted with the focus on identifying a guilty party being greater in some cultures. The potential of a traffic light system for certificates was raised, with the potential to invalidate certificates as a potential consequence. The challenges to maintain such a system were noted. The need for owners to take responsibility in sharing information was raised. It was agreed that further transparency following incidents is needed going forward to benefit the sport.

Flavio Faloci raised the question on boats over 24 meters for which are required to have scheduled maintenance if a standard has expired, questioning the potential for self-regulation. The challenges posed by older boats without comprehensive user manuals was also raised. James Dadd recalled the historical changes to the requirement of keel inspections and the pushback that was received. While discussing OSR 3.03.1, it was noted that ISO 12215 only sets maintenance requirements for commercial craft. The requirements for inspection after ground were also suggested to be widened. It was agreed that the wording of OSR 3.03.1 should be reviewed and a submission made for the 2024 Annual Conference. The need for some of the documentation on the World Sailing website to use updated technical language was also noted.

While discussing the next steps, James Dadd reiterated the desire for more communication going forward. The potential for another meeting prior to the Annual Conference in November was discussed with the potential for an in person meeting next year. It was agreed that it would need to take place at an event such as METS or BOOT, if an in-person meeting is to be arranged. James Dadd thanked representatives for their time and welcomed any further feedback to be sent to the Executive Office following the meeting.

Representatives from invited Recognised Organisations met virtually on Microsoft Teams at 1000BST on Monday 14th of October.

1. Opening of the Meeting	1	4. Offshore Special Regulations - Submissions	1
2. Minutes of the Previous Meeting	1	5. Any Other Business	2
3. Updates from World Sailing	1		

Present:

James Dadd (Special Regulations Sub-Committee Vice-Chair)

Urvasi Naidoo (WS Director of Legal and Governance)

Katrina Ham (WS Offshore and Safety Manager)

Obi Groombarke (WS Technical Specialist)

Richard Hinterhoeller (Special Regulations Sub-Committee member)

Christophe Waehling – DNV SE

Johannes Werner – DNV SE

Alexandre Cocheril - ICNN

Alessandro Suardi - ENAVE

Flavio Faloci – RINA

Christophe Seity – ICNN

Apologies:

Jason Smithwick

Stuart Carruthers

Alistair Raey – HPIVS

1. Opening of the Meeting

James Dadd welcomed attendees to the meeting and thanked them for their time.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the previous meeting on 27 June 2024 were noted.

(b) Minute Matters Arising

No other matters not covered elsewhere on the agenda were raised.

3. Updates from World Sailing

Katrina Ham made a polite request regarding last minute requests, noting the need to allow 10 days for certificates to be processed. Urvasi Naidoo provided an update on the ambition to revise the agreement between the organisations in the scheme and World Sailing. Referring to the draft that was circulated prior to the meeting, she highlighted that more work was required to update the wording in the appendices but welcomed feedback from the group. Christophe Waehling suggested the preamble refer to the Offshore Special Regulations rather than the ISO standard.

4. Offshore Special Regulations - Submissions

James Dadd led a discussion on the submissions for changes to the Offshore Special Regulations that will be considered at the 2024 Annual Conference in Singapore. While reviewing SR3-24 regarding OSR 3.03 Hull Construction Standards, James Dadd

Major Oceanic Event Organisers Minutes(continued..)

highlighted the inclusion of requiring maintenance following the previous meeting of this group.

Richard Hinterhoeller provided some history and context to submission SR13-24 regarding OSR 3.04 Stability. Concerns were noted over the challenges with Category 1 races where the proposal is for additional requirements to the ISO standard. Christophe Waehling questioned the application or plane for the increase in foiling boats, both above and below 24m. While acknowledging the current regulation is for displacement boats, it was agreed that while it is currently a grey area, it is a growing aspect of the sport. An potential approach to be considered was given of how the current regulations manage canting keels through the use of an appendix to the OSR.

Alessandro Suardi noted the need for any declarations of conformity to be checked. He also raised questions regarding the use of boats under the Recreations Craft Directive, as the use of ISO 12217 standards is not mandatory for RCD. The proposed utilisation of inclination tests for in-water assessment of stability characteristics in addition to declarations of conformity was presented by Richard Hinterhoeller, although the disparity between design stability and measured stability due to differing numbers of crew was also highlighted in response.

Alexandre Cocheril raised the question of the objective of this specific group noting stability is not included in the Certificate of Plan Review Scheme. James Dadd explained the desire for this groups input into the area given the level of expertise. Alexandre Cocheril also raised questions on where the data would be coming from and highlighted the importance of it's accuracy.

Flavio Faloci highlighted the problems encountered in the calculation of the metacentric height and the need for an inclination test, with inaccurate data in weight distribution in the design stage potentially leading to an incline test not being required. It was also noted that to check calculations, accurate and detailed information on weight distribution would need to be provided by designers. The exclusion of the volume of keels/bulbs was also raised as a concern. It was suggested by Flavio Faloci that incline tests should be introduced to account for the potential inaccuracies in metacentric height calculations as standard.

5. Any Other Business

James Dadd thanked attendees for their time and noted that further communications would be made following the Annual Conference on plans for future meetings to focus on the Certificate of Plan Review.

The meeting closed at 10:54.