

The Special Regulations Sub-committee met at Suntec Singapore Convention & Exhibition Centre, Singapore at 10:30 – 17:30 (UTC+8) on Wednesday 6 November 2024

Please refer to the World Sailing website www.sailing.org for the details of any submissions and supporting papers on this agenda.

1. Opening of the Meeting	1	7. World Sailing Structural Plan Review	6
2. Minutes of the Previous Meeting	2	8. Safety	7
3. Special Regulations – Urgent Changes	2	9. International Regulations Commission	7
4. Special Regulations – Submissions	2	10. World Sailing Sustainability Agenda 2030	7
5. Other Submissions	6	11. Any Other Business	8
6. Working Party Reports	6		

Changes related to the Special Regulations are Submissions numbered with the prefix “SR” and can be found as supporting papers to this meeting. Recommendations are made by this committee to the Oceanic and Offshore Committee which in accordance with World Sailing Regulation 30.1.1 is responsible for approving the Special Regulations on behalf of Council.

Present:

Sally Honey (USA)– Chair
Per Bøymo (NOR) – ORC Representative
Glen Stanaway (AUS)

Richard Hinterhoeller (CAN)
Patrick Lindqvist (FIN)

Apologies:

James Dadd (GBR) – Vice Chair
Christophe Gaumont (FRA)
Sally Garrett (NZL)

Johannes Christophers (GER)
Angus Wilison (NZL)

Others Present:

Katrina Ham – WS Offshore and Safety Manager
Rebecca Videlo – WS Sustainability Executive
Matt Allen (AUS) - Chairman Oceanic and Offshore Committee
Stan Honey (USA) - Oceanic and Offshore Committee
Niall McLeod – Royal Yachting Association
Jason Smithwick - IRC

Philip Baum (RSA) - Vice-President
Jaime Navarro – WS Director of Technical & Offshore
Alan Massey (GBR) – Chairman International Regulations Commission
Corinne Migraine (FRA) - Vice-chair, Oceanic and Offshore Committee
Bruno Finzi (ITA) – Oceanic and Offshore Committee

1. Opening of the Meeting

a) Apologies for absence

Apologies of absence were noted from James Dadd, Johannes Christophers, Christophe Gaumont, Sally Garrett and Angus Wilison.

b) Declaration of conflicts of interests

No additional declarations of conflict of interest were made.

Special Regulations Sub-committee Minutes

- c) An introduction by the Chair, Sally Honey.

Special Regulations Sub-Committee chair, Sally Honey, welcomed members to the meeting and thanked members for their work over the year. While acknowledging the absences, she confirmed that quorum has been achieved.

Vice President Philip Baum thanked members for their contribution over the year and thanked Singapore authorities for their help organising the Annual Conference. He highlighted the great achievements and events in the sailing community this year: the Olympic Games, World Sailing Youth Sailing World Championships and the 2024 Offshore Double Handed World Championships, noting that that was the third edition. He recalled the processes involved in the Olympic Vision and the new World Sailing Strategy that were presented during the open Council meeting. He mentioned that the 5 years strategy was approved by the Board at the beginning of the Annual Conference, and it will guide World Sailing in the future.

2. Minutes of the Previous Meeting

- (a) Minutes

The minutes of the Special Regulation Sub-committee meeting of 15 November 2023 were approved.

- (b) Minutes Matters Arising

To consider any matters arising not otherwise on the agenda.

No additional matters were raised.

3. Special Regulations – Urgent Changes

- (a) Urgent Submission 1 - Deck Chamfer

Sally Honey recalled the urgent submission regarding deck chamfer that had been approved by both the Special Regulations Sub-Committee and the Oceanic and Offshore Committee earlier this year.

- (b) Urgent Submission 2 – Mainsail Reefing

Sally Honey recalled the urgent submission regarding mainsail reefing that had been approved by both the Special Regulations Sub-Committee and the Oceanic and Offshore Committee earlier this year. She noted that neither of the urgent submissions required voting at this time.

4. Special Regulations – Submissions

- (a) Submission SR01-24 – Offshore Special Regulations refinement from the OSR Refinement Working Party

Richard Hinterhoeller outlined the past year's work of the OSR refinement working party while explaining the objectives of the submission.

Recommendation to Oceanic and Offshore Committee: Approve

Special Regulations Sub-committee Minutes

- (b) Submission SR02-24 – Offshore Special Regulations refinement from the OSR Refinement Working Party

Richard Hinterhoeller outlined the reasons for the submission and the desire to put on record the most recent work. He recommended that the working party continue in the next quad to consider more of the items identified in the survey.

Recommendation to Oceanic and Offshore Committee: Approve

- (c) Submission SR03-24 – OSR 3.03.1 regarding hull constructions standards from the World Sailing Certificate of Plan Review committee

Noting the change of terminology to 'recognised organisation' taken during the 2023 meeting, Richard Hinterhoeller explained the submission and discussions with the bodies in the scheme during the year. While the potential inclusion of multihulls was discussed, the sub-committee agreed that it was not in the scope of this submission.

Recommendation to Oceanic and Offshore Committee: Approve

- (d) Submission SR04-24 – OSR 3.14.1(e) regarding pulpits, stanchions and lifelines from the SRSC on behalf of the TP 52 Class.

Richard Hinterhoeller explained the submission, submitted by James Dadd on request of the Class. It was agreed that included diagrams would have been beneficial to clarify the intent. Sally Honey highlighted the class's equalisation objectives, but all agreed that the OSRs should focus on safety not equalisation and in any case the submission impacts a limited number of boats.

Recommendation to Oceanic and Offshore Committee: Reject

- (e) Submission SR05-24 – OSR 3.14.1 (j) regarding lifelines from SRSC Vice-chair, James Dadd.

Richard Hinterhoeller elaborated on the images supplied in the submission. Prior feedback from Christophe Gaumont and Class 40 were discussed. It was agreed that, unlike the other examples provided, the bulwarks used in Class 40 were not considered a safety concern. This raised potential issues of terminology. The sub-committee agree that the best approach would be to reject the submission and to produce an interpretation to clarify the requirements as suggested by Oceanic and Offshore Committee Chair, Matt Allen. Bruno Finzi volunteered to submit an official request for interpretation as required in World Sailing Regulation 30.3.

Recommendation to Oceanic and Offshore Committee: Reject

- (f) Submission SR06-24 – OSR 3.21.1 regarding drinking water tanks from OSR Refinement Working Party.

Richard Hinterhoeller withdrew the submission.

Special Regulations Sub-committee Minutes

- (g) Submission SR07-24 – OSR 3.29 regarding communications equipment, GPS, radar and AIS from the Royal Yachting Association.

Sally Honey opened the discussion on the submission by complimenting the recent work of the Royal Yachting Association. The sub-committee debated the wording regarding waterproof cover as well as the ability to add power requirements in the NOR. A friendly amendment was approved to specify the category requirements.

Recommendation to Oceanic and Offshore Committee: Approve with amendment

- (h) Submission SR08-24 – OSR 3.29 regarding communications equipment, GPS, radar and AIS from the Royal Yachting Association.

Discussion of the submission included the question of whether adding hardware requirements was the best solutions. Niall McLeod referenced the report on the 2023 Fastnet that highlighted the challenges of monitoring VHF in a variety of boats during the race. The impact of the proposed change was debated, including the unfortunate requirement for more equipment versus the relatively low cost to boat owners and the positive impacts on safety. The sub-committee agreed it was a logical submission for the benefit of the sport. The potential for a submission to include the requirement for Cat 3 if double-handed was also agreed.

Recommendation to Oceanic and Offshore Committee: Approve

- (i) Submission SR09-24 – OSR 4.07 regarding flashlights and searchlights from the Royal Yachting Association

The sub-committee heard an outline of the submission including its link to the 2023 Fastnet report. After reviewing the wording of the submission, the subcommittee agreed that “accessible” rather than “operable” better reflected the intentions of the submission. It was also agreed that the submission would apply to multi-hulls.

Recommendation to Oceanic and Offshore Committee: Approve with amendment

- (j) Submission SR10-24 – OSR 4.26 regarding storm and heavy weather sail inventory from the Royal Yachting Association.

The sub-committee acknowledged the connection of this submission to the urgent change earlier this year as well as the report following the 2023 Fastnet in which the retirement rate was linked to the number of mainsail reefs available. Members discussed current sailing habits, including that many sailors choose to not use trysails. However, it was agreed that while not necessarily preferred, trysails are crucial in the case of dymasting or the destruction of a sail. Jason Smithwick gave examples of boats that generally compete in inshore day races and so are hesitant to put reefs in their sails. The responsibility of the OA to set adequate standards was debated as well as the challenges of setting a percentage for reefing points, setting an effective date, and how boats that get replacement masts would be impacted. Overall, it was agreed that the submission would not change the behaviour of sailors which is the root of the problem.

Recommendation to Oceanic and Offshore Committee: Reject

Special Regulations Sub-committee Minutes

- (k) Submission SR11-24 – OSR 4.26 regarding storm sails from the SRSC Vice-chair, James Dadd.

Noting the submission was from Vice-Chair James Dadd, the members discussed the primary objective of a storm sail. Matt Allen recalled examples of sails being produced that were unsuitable for intended races including the Sydney to Hobart. Glen Stanaway questioned if it was a matter of judgement for equipment inspectors. Matt Allen recounted his communications with the Sydney-Hobart OA and raised the possibility of considering this an urgent submission, suggesting an effective date of 16 December 2024. The position of the proposal was also discussed and noted as potential consideration for the Refinement Working Party.

Recommendation to Oceanic and Offshore Committee: Approve. Recommend as urgent

- (l) Submission SR12-24 – OSR 5.01 regarding lifejackets from the Royal Yachting Association.

Sally Honey described the submission. Patrick Lindqvist emphasised the need to not over complicate processes for owners. The challenges of different International Standards around the world were discussed, raising the potential difficulty in finding adequate services. Niall McLeod noted the feedback from industry that was considered in the submission. The subcommittee agreed that this was an opportunity for an educational piece or to include as a recommendation.

Recommendation to Oceanic and Offshore Committee: Reject

- (m) Submission SR13-4 – OSR 3.04 regarding stability from OOC Chair Matt Allen on behalf of the stability working party.

Matt Allen recalled the actions that led to the establishment of the Stability Working Party. He thanked working party chair, Dan Nowlan, and members, Andy Claughton and Richard Hinterhoeller, for their work over the past year. Dan Nowlan then described the working party's additional progress made since the original supporting paper was circulated. He outlined the benefits and need for a database to provide stability information to assist race organisers with important information they often lack. He emphasised the prime position of World Sailing to be the "neutral" body to host such a database. Since most Category 0 races have their own requirements, this would mainly impact Category 1 races, which often include discrepancies between the designed and actual measurements. Accurate measurement data would give confidence that boats entering these strenuous races, met the requirements. Ideally there would be an international standard, since currently available standards are considered to have weak points. It would be ideal if boats met both the international standard and the ORC standard, but 30% of the fleet would be impacted if this was the case. This is why the current recommendation is to meet either of the standards.

Dan Nowlan detailed the collaborative work between the two main rating systems since the submission was made, which fostered the amendments recently communicated to the subcommittee. He emphasised the challenges of designing and maintaining the proposed database. The working party recommends an additional working party to look at the practicalities if the submission is adopted, noting that an effective date would be 1 January 2027 to allow people time to prepare. Jason Smithwick proposed an additional friendly amendment, which was accepted, while raising the challenges of CE markings.

Challenges of measurements were discussed as well as the impacts of modifications to boats. Examples were also given of boats of the same one design class having significantly different weights and stability measurements. Glen Stanaway questioned the

increase in workload and if the Executive Office could support and maintain such a project. Philip Baum noted that the office would need to look at priorities going forward.

Recommendation to Oceanic and Offshore Committee: Approve with amendment

5. Other Submissions

- (a) Submission 030-24 from the World Sailing Executive Board and the Oceanic and Offshore Committee Chair regarding Regulation 38 Safety Incident Reporting.

Katrina Ham provided background on the submission by outlining the challenges faced by the Safety Panel regarding incident reporting. The submission is the result of a working party that was established from members of both the Safety Commission and the Oceanic and Offshore Committee. Friendly amendments from the Constitution Committee were also considered. The challenges posed by insurance companies and the desire to replicate the reporting culture in the aviation industry were also discussed.

The subcommittee supported the submission and recognised its importance.

6. Working Party Reports

- (a) Keel Improvements

Richard Hinterhoeller updated the sub-committee on the progress made over the past year while referring to the supporting paper produced by Stuart Carruthers. He noted that since the paper was circulated it has been approved, which will double the requirements for keel fatigue. Stan Honey thanked the people who have been involved in the project to date noting that it will benefit the sport in future years.

- (b) OSR Refinement

While recalling the progress of the working party, Richard Hinterhoeller recommended that the work continue in the next quad.

- (c) Stability Working Party

The work of the Stability Working Party was covered during the submissions.

7. World Sailing Structural Plan Review

- (a) 281 certificates of structural plan review have been registered since the introduction in 2010 for Category 0-1-2 Races. A list of one-off yachts and the certificates for series-produced yachts can be found at: <https://www.sailing.org/inside-world-sailing/activities-services/technical-offshore/technical-services/osr-plan-review/>

- (b) The minutes of the Certificate of Plan Review Scheme Meetings with the Recognised Notified Bodies and Classification Societies were noted.

Katrina Ham recalled the activities made over the year to engage with the bodies in the World Sailing Certificate of Plan Review Scheme. She outlined the main discussion points included in the minutes of two meetings with the bodies, which were circulated as a supporting paper, including challenges around foiling boats and how they will be managed going forward. The bodies are keen to interact with World Sailing.

- (c) To consider the list of World Sailing Recognised Organisations.

On advice of the Executive Office, it was agreed that the list of World Sailing Recognised Organisations would remain. Chris Jackson raised the challenges owners face in receiving plan reviews, including the costs, although he acknowledged it was not a result of Executive Office actions.

8. Safety

- (a) An update from the Safety Panel.

Katrina Ham provided an update from the Safety Panel, recalling its history and current members. She reported that 41 incidents were logged during the year to 1 October 2024 with 71% related to offshore sailing. These included events that use the Racing Rules of Sailing as well as deliveries and qualification passages. The reporting sources of the incidents are logged, with the majority identified by World Sailing staff as via social media. The challenges specified in the supporting paper include concerning head injuries linked to offshore, particularly with foiling boats. At least two, but likely three, of the offshore fatalities in the past year were a direct result of head injuries. Stuart Carruthers and the International Regulations Commission has done valuable work on helmet and impact vest standards. There are increased challenges around the transparency of incidents including lithium batteries given the objectives of sustainability and increased energy demands on board. Katrina Ham praised the work of Glen Stanway and Australian Sailing for proactivity in reporting. She also acknowledged the work of the Royal Ocean Racing Club and the Royal Yachting Association in the report following the 2023 Fastnet.

- (b) A summary highlighting some offshore incidents that have occurred in the past year.

Sally Honey briefed members on offshore incidents logged over the past year, noting that there had been 29 incidents with 5 resulting in fatalities and 15 boats abandoned. Three incidents involved keel failure, one of which resulted in a fatality. Sally Honey also noted the three man-overboard incidents.

One incident, SP163, was discussed in detail. It occurred on 16 June 2024 during the delivery of a Sayer 11, The Big Hairy, in which its keel failure resulted in one fatality with the remaining two crew rescued. Glen Stanaway recalled some of the history and findings of the incident, referring to the report provided by Australian Sailing. There was discussion that the work developing Appendix L may need expansion given the new knowledge of recent issues like this one. Although more detailed inspections may be warranted, these would raise challenges including the costs versus benefits of requiring keels to be removed. The recommendation to World Sailing in the report was noted.

9. International Regulations Commission

Alan Massey provided an update of the work of the International Regulations Commission over the past year. There has been a 15% increase in piracy and armed robbery incidents since 2022, a reversal of the declining trend in prior years. However, current guidance issued by World Sailing is still relevant. Alan updated the Sub-Committee on the ever-increasing scope of environmental regulations, including the establishment of new emission control areas and Particularly Sensitive Sea Areas. These environmental regulations should be embraced as that helps ensure they are practical and realistic. Regulations have also been developed for autonomous ships, with an emphasis on trying to avoid the transfer of risk to small boats. There has also been progress on the introduction of regulations regarding lost shipping containers. Lastly, he applauded the work of Stuart Carruthers regarding ISO standards on Scantlings, Safety lines and PFD's as well as progress regarding helmets.

10. World Sailing Sustainability Agenda 2030

- (a) To note the World Sailing Sustainability Agenda 2030 is available [online](#).
- (b) Other WS sustainability programmes can be found [here](#).

Special Regulations Sub-committee Minutes

Rebecca Videlo updated the Sub-Committee on progress on the 56 stated deliverables across the 6 operational areas that cover both environmental and social areas. She noted that currently 23 deliverables are completed, 26 are ongoing and 7 are not yet started.

She highlighted main points linked to the concerns of this sub-committee including renewable energy for offshore yachts, biosecurity and megafauna guidance for both offshore and inshore racing. Guidance to protect against megafauna strikes is important as the number of strikes has increased in recent years. Members of the Special Regulations Sub-Committee as well as the Oceanic and Offshore Committee requested to be consulted before any guidance is published.

Since offshore sailing yachts are only 5% of the total number of marine vessels, it poses the question of objectives regarding the wider maritime community. While recognising the challenges, Rebecca noted the sphere of influence World Sailing has related to racing yachts.

11. Any Other Business

Matt Allen thanked the sub-committee for their work over the quad and noted that Sally Honey will not be standing for the next quad.