

Search and Rescue Visibility

Monohulls

A submission from the French Sailing Federation / Federation Française de Voile

Purpose or Objective

To introduce the requirement of high visibility colours for monohulls in race to assist with search and rescue operations.

Proposal

Option 1

CATEGORIES	OSR #	REGULATION
MOMU0	4.02 4.02.1	Search and Rescue Visibility A 4 m ² (43 ft ²) area of highly visible pink, orange or yellow on the coachroof and/or deck.
MO1MU1,2	4.02.2	A 1 m ² (11 ft ²) solid area of highly visible pink, orange or yellow capable of being displayed on the coachroof and/or deck.
<u>MO0,1</u> MU1,2,3,4	4.02.3	A 1 m ² (11 ft ²) area of highly visible pink, orange or yellow showing when the boat is inverted.

Or Option 2

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CATEGORIES	OSR #	REGULATION
MOMU0	4.02 4.02.1	Search and Rescue Visibility A 4 m ² (43 ft ²) area of highly visible pink, orange or yellow on the coachroof and/or deck.
MO1MU1,2	4.02.2	A 1 m ² (11 ft ²) solid area of highly visible pink, orange or yellow capable of being displayed on the coachroof and/or deck.
MU1,2,3,4	4.02.3	A 1 m ² (11 ft ²) area of highly visible pink, orange or yellow showing when the boat is inverted.
<u>MO0,1</u>	<u>4.02.4</u>	<u>A 1 m² (11 ft²) area of highly visible pink, orange or yellow on the hull or on the keel and runnder(s) and be visible when the boat is inverted.</u>

Current Position

As above

Reasons

- As not currently required, not all boats racing in Mo0,1 have areas of high visibility surface areas to assist search and rescue operations when the boat is inverted. The requirement currently is only for multihulls.
- Some classes, or handicap systems, require such a high visibility when the boat is inverted, but not all of them and often with different requirements. These inconsistencies could result in challenges for Search and Rescue organisations in knowing what to look for in case of emergency.
- At every safety briefing before major events, the pilots in charge of Search and Rescue strongly insist about “Making yourself visible”, based on their “lessons learnt” from the past incidents.
- Even if in many cases the helicopters and planes pilots work with a GNSS position given by EPIRBs or PLBs, it is not always the case and such technologies can fail. Search and rescue organisations often have to patrol a huge area to cover and the time spent to locate a distress increases the danger to participants while reducing the time available to assist/conduct rescue operations.
- It is difficult to find a white hull in a moderate or heavy sea, and having an area of high visibility can help.



About Option 1

This proposal does not deeply change the OSRs, modified by adding Mo0,1 to the present wording

About Option 2:

The surface of one side of a keel is about 1.2m² for a 12m boat. The surface of one side of rudders is around 0.5m²

This proposal is the simplest to implement and gives owner the option to have the 1m² surface across different areas. By requiring both the keel and rudder, it ensures some of the colour remains visible in the case of total keel failure.