

Name of Authorised Person:	Glen Stanaway
Position:	Australian Sailing
Title of Proposal:	Appendix M - Sustainability, Manual Power and Outside Help
Subtitle:	World Sailing policy position on recommended wording for Organising Authorities' race documents to govern sustainability, manual power and outside help.
Related proposals:	OOC-2025-019

Proposal:

1. Amend the Offshore Special Regulations by deleting Appendix M subject to Council approving the proposed Policy J5 implementing the same positions.
2. Approve a new Policy J5 Sustainability, Manual Power and Outside Help

OSR Appendix M

~~World Sailing Offshore Special Regulations~~

~~APPENDIX M – Optional Wording for Organising Authorities' NoRs or SIs~~

- ~~1. It is recommended that organising authorities include the following in their Notice of Race:
Sustainability: Boats built after 2026 shall produce at least 20% of the energy that is used while racing, other than propulsive power from the wind, from renewable energy sources.~~
- ~~2. If an organising authority chooses to permit the use of autopilots or to allow competitors to pay for weather data, here are suggested wordings for OAs to consider including in their Notice of Race:~~

~~a. Manual Power~~

~~RRS 52 is changed to:~~

~~A boat's standing rigging, running rigging, and spars shall be adjusted and operated only by the power provided by the crew. However, autopilots may be used to adjust and operate moveable hull appendages. The autopilots shall only use measurements of weather, wind, or sea surface within 100 millimetres of sensors that are mounted on the boat, and therefore the use of cameras, lidar, sonar, or radar to measure the sea surface surrounding the boat is prohibited.~~

~~b. Outside Help~~

~~Add to RRS 41:~~

~~However, in exception to rule 41(c), weather information that is available to all boats for a fee may be received, but it shall not include specific weather or routing advice customised for the boat or a group of boats.~~

Policy J5 Sustainability, Manual Power and Outside Help:

Policy J5

WORLD SAILING POLICY REGISTER

SUSTAINABILITY, MANUAL POWER AND OUTSIDE HELP

Optional Wording for Organising Authorities' Notice of Race and Sailing Instructions

1. Sustainability

It is recommended that *organising authorities* include the following in their Notice of Race:

Sustainability: Boats built after 2026 shall produce at least 20% of the energy that is used while racing, other than propulsive power from the wind, from renewable energy sources.

2. Manual Power

If an *organising authority* chooses to permit the use of autopilots, here are suggested wordings for OAs to consider including in their Notice of Race:

RRS 52 is changed to:

A boat's standing rigging, running rigging, and spars shall be adjusted and operated only by the power provided by the crew. However, autopilots may be used to adjust and operate moveable hull appendages. The autopilots shall only use measurements of weather, wind, or sea surface within 100 millimetres of sensors that are mounted on the boat, and therefore the use of cameras, lidar, sonar, or radar to measure the sea surface surrounding the boat is prohibited.

3. Outside Help

If an *organising authority* chooses to allow competitors to pay for weather data, here are suggested wordings for OAs to consider including in their Notice of Race:

Add to RRS 41:

However, in exception to rule 41(c), weather information that is available to all boats for a fee may be received, but it shall not include specific weather or routing advice customised for the boat or a group of boats.

4. Policy J5

Changes to Policy J5 must be adopted or changed by the Oceanic & Offshore Committee in accordance with the Regulations. The Board may reject any decision of the Oceanic & Offshore Committee at the Board's next meeting following the Committee's decision and must provide reasons for doing so.

Current position:

OSR Appendix M

World Sailing Offshore Special Regulations

APPENDIX M – Optional Wording for Organising Authorities' NoRs or SIs

It is recommended that *organising authorities* include the following in their Notice of Race:

1. Sustainability: Boats built after 2026 shall produce at least 20% of the energy that is used while racing, other than propulsive power from the wind, from renewable energy sources
2. If an *organising authority* chooses to permit the use of autopilots or to allow competitors to pay for weather data, here are suggested wordings for OAs to consider including in their Notice of Race:

a. Manual Power

RRS 52 is changed to:

A boat's standing rigging, running rigging, and spars shall be adjusted and operated only by the power provided by the crew. However, autopilots may be used to adjust and operate moveable hull appendages. The autopilots shall only use measurements of weather, wind, or sea surface within 100 millimetres of sensors that are mounted on the boat, and therefore the use of cameras, lidar, sonar, or radar to measure the sea surface surrounding the boat is prohibited.

b. Outside Help

Add to RRS 41:

However, in exception to rule 41(c), weather information that is available to all boats for a fee may be received, but it shall not include specific weather or routing advice customised for the boat or a group of boats.

Reasons:

1. Ultimately, World Sailing's position on the elements in OSR Appendix M and the powers given to the Oceanic & Offshore Committee and the Board in the Regulations all remain unchanged and are merely relocated to a better framework.
2. The Offshore Special Regulations are a rules framework to control and govern safety features of a boat, the equipment it carries, and its crews training. It is not the right framework to address policy positions on other matters.
3. Policies were not available as a governance tool when the policy positions expressed in Appendix M were determined. Policies are a superior framework for World Sailing to express its position on these matters.
4. The Oceanic & Offshore Committee can under Regulation 22.1 make changes to the requirements of the Offshore Special Regulations. By adding the same provision in proposed Policy J5 the committee still has this authority on the relocated elements.
5. The Board can under Regulation 22.2 and Article 38.4 reject any decision of the Oceanic & Offshore Committee relating to the Offshore Special Regulations. By adding the same provision in proposed Policy J5 the Board still has this authority.
6. It is noted that the relevant Regulations and Articles did not envision delegated authority to committees to change Policy like they can the Racing Rules of Sailing or the Offshore Special Regulations. The Governance Committee may consider future solutions to maintain the same principles.
7. Deleting the OSR Appendix M must be subject to Council approving Policy J5. This is because the current position must be established in policy before it is removed from the OSR.