

State of the Union – Big Boat Racing

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Offshore Special Regulations Universal Measurement System (UMS) Keel structures and safety



Offshore Special Regulations (OSR)

- Criticized for being **too complex, difficult to understand**, and **not relevant** for many races and sailors
- this complexity **discourages participation**, lowers entries
- ISAF OSR's rarely used in US.

But US is taking the lead on developing simpler, more applicable standards.



Many rating rules, each with their own measurements.



Universal Measurement System

A **rule-neutral solution** to obtain measurement data:

- One-World, One Rule no longer a sensible goal for diverse racing.
- One-World, One Measurement system is achievable.
- UMS provides a **common platform** for measurement data from which **all boats** can be described in **any** rating system
- creates a **passport** for every **boat** that can be used to generate ratings in **any** handicap system
- has the support of **US Sailing, ORC, RORC** and **ISAF** for eventual international application and use
- Breakthrough for handicap racing



Keel failure working party.

Solution is NOT to make monohulls safer when inverted. Instead, keep keels attached.



- 72 keel failure incidents studied since 1984
- 33% were failures of welded fins
- 25% related to internal hull structural failures
- 24 fatalities suffered



Keel structures

-Current solution under test: **ISO 12215-9** and **Germanischer Lloyd** plan review process, in force for last few years.

- Is it working and sufficient? Maybe.
- Are in-build inspections necessary? TBD.
- Can we create a culture like aviation?
- Nobody wants dicey keels.

