

# ISAF Offshore Special Regulations in Plain American

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# Challenges with the ISAF OSRs

- Have grown in complexity
- References to other documents
  - ISO standards
- Editing process produces inconsistent standards and conflicting information
- Lots of recommendations
- Seven(!) categories of racing

# On top of this mess...

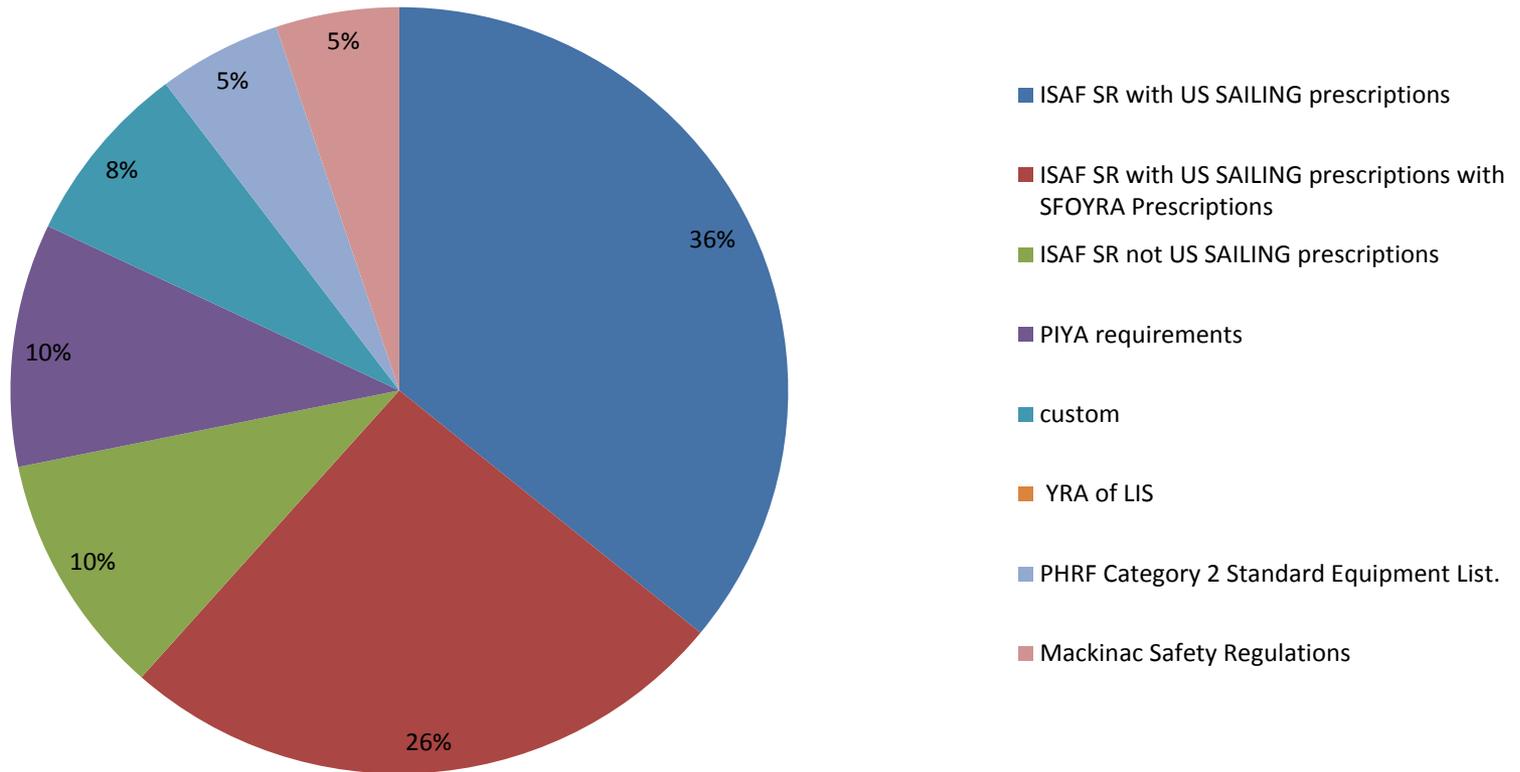
- US Sailing adds “prescriptions” which further complicate the standards
- At least one of those prescriptions encourages OAs to reject the other prescriptions

# Then OAs get involved...

- They end up using
  - OSRs without US Sailing prescriptions
  - OSRs with US Sailing prescriptions
  - Highly modified versions of the above
  - Old PHRF and other equipment lists that have not been maintained

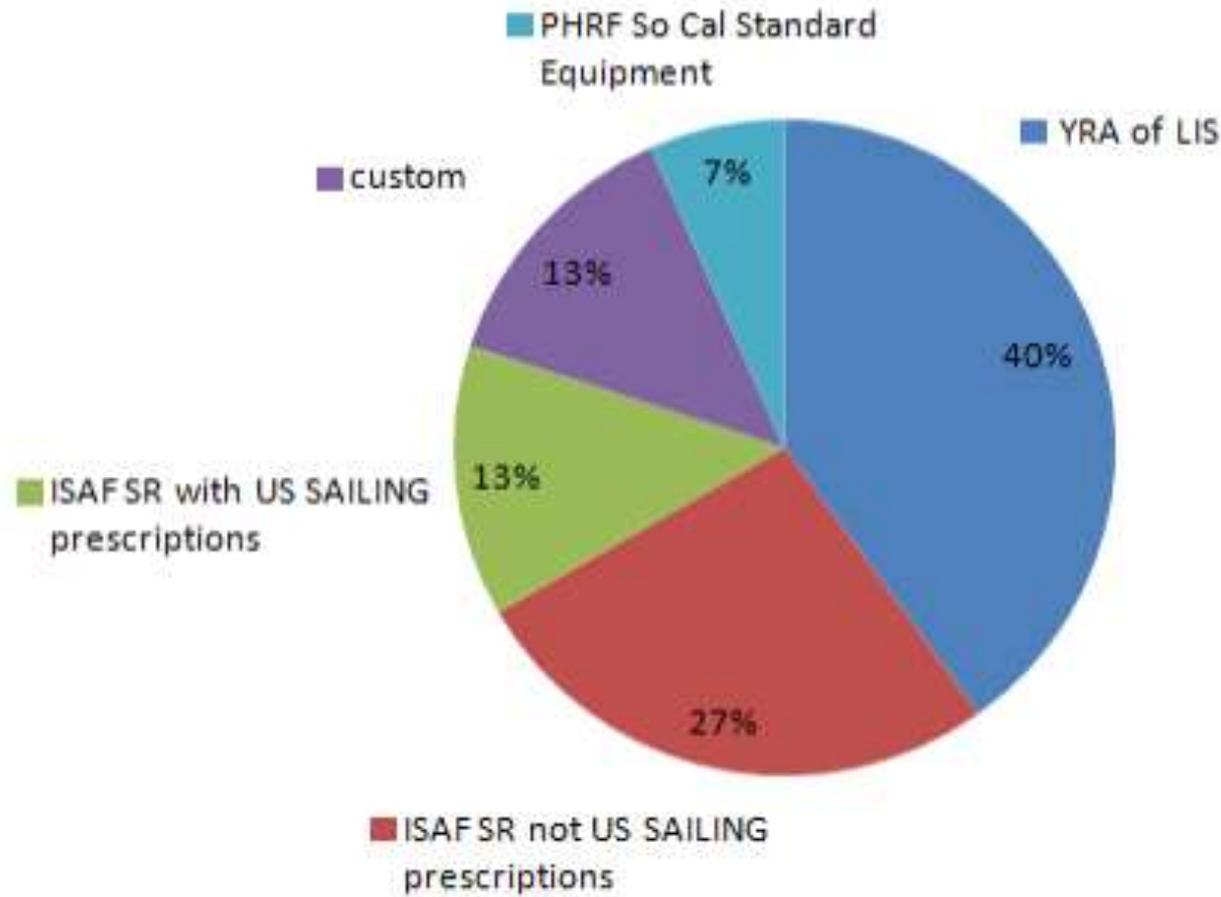
# SR' s used by offshore & coastal races

US Sailing has 57% share



Sample size: 44 major 'named' races

# SR' s used by buoy races



Anecdotal Prime reason for “ISAF but Not US Sailing Prescriptions”  
is requirement for PDF when starting/finishing

However, all is NOT lost...



# What are the principles behind the Safety Equipment Requirements?

- Widespread acceptance: “ubiquitous”
- Serves the needs of the “customer”:
  - Sailboat owner or representative
  - Inspector
  - Organizing authority
- As simple as possible, but no simpler
- Flexible

# How did we go about it?

- Written in American English
- Fewer categories (3)
- No recommendations
- Minimal references to other documents
- Flexible for OAs; encourages them to modify
- Can be used as a checklist for inspections
- Gear and construction only; no procedures

# How'd we go about this?

- Capt. Cynthia Stowe
- NCORC
- Input from the constituency
- Expansion to three categories
- More input
- SASC-> OBBMC-> USS BoD

# Questions

- How do you specify an anchor size for a wide variety of boats?
- How much rode is required?
- How do you measure depth (or should you)?
- Should boats be required to have reefs, and if so, what area reduction?
- When does a life raft become necessary?

Is this anchor sufficient for a 12,000# sailboat?



# More Questions

- What's the best way to describe the severity or type or race that you're "solving"?
  - Distance offshore, temp of water, distance to a CG Air Station, history of problems?
- Should you include Coast Guard required items in an offshore list?
- How can you minimize the cost of compliance? Is that a goal in itself?

In Monterey Bay, the Coast Guard helo is about 60 minutes away. Is that close enough to NOT require life rafts? (The water is 50 deg F.)



# Still more questions

- What happens when a boat equipped to SER Ocean races in England?
- What new technologies are worth imposing on sailors?
  - Self-locating beacons?
  - VHF with DSC *working*?
  - AIS?
  - Water-activated inflatable life jackets?



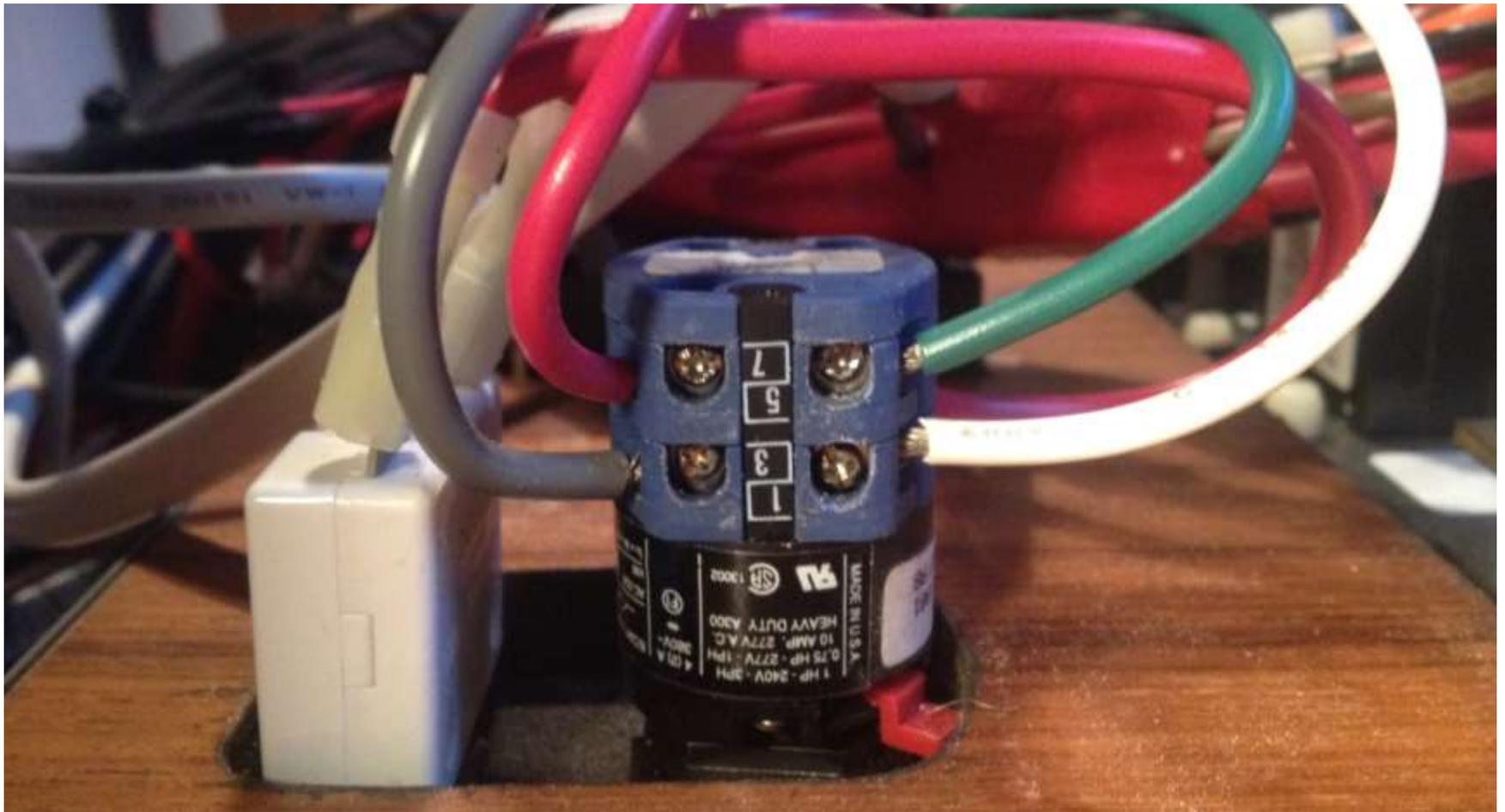
COSPAS-SARSAT

PROOF OF REGISTRATION  
EXP. DATE: 02/08/2007

**ADCE020DBD01001**

VSL:  
SCOUT SPIRIT

Should you require navigation lights?  
Back-up navigations lights?



# Who should be required to take a Safety at Sea seminar?



Life rafts are a life saver, but they are expensive and save very few people each year.



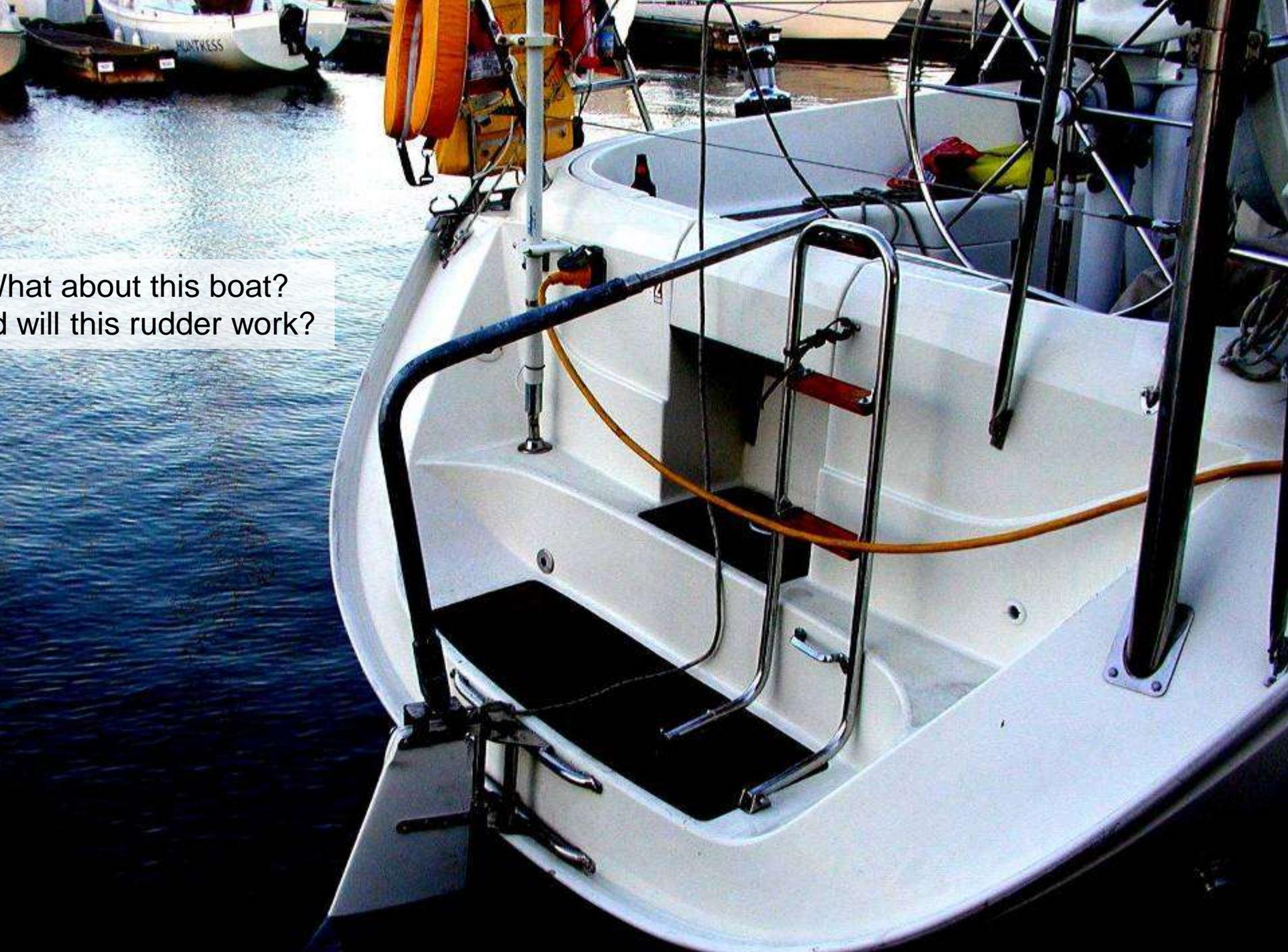




Should this boat be required to have an emergency rudder?



What about this boat?  
Will this rudder work?





Finally, what if there is no way  
in God's green earth of  
attaching a sufficiently strong  
rudder to your RP 78?



# Where do you draw the line?

- Should 35' boats in coastal races have engines?
  - Inboards?
- Should there be a stability requirement?
  - What if the boat has a terrible SI or LPS, yet has a history of successful voyages?
- Should 30-year-old boats with no survey be racing offshore?

# Are OAs putting themselves at risk by modifying the SERs?

- OAs have traditionally made adds and deletes
- Every race is different
- OAs need to document decision making process
  - “Added life rafts due to the temperature of the water.”
- SERs specifically recommend that OAs take equipment from adjacent categories

# How often will the SERs be modified?

- Trivial or grammatical: ongoing.
- Necessary or emergency clarification: with vote of SASC.
- Annual: through public comment, SASC-> OBBMC-> USS BoD

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*Thank you for attending this session*

