

**Approved by Special Regulations and Oceanic and Offshore Committee - 15 February 2022**

### **Offshore Special Regulations**

#### OSR 3.02 Watertight and Structural Integrity of a Boat

A submission from James Dadd (GBR), Special Regulations Sub-committee

##### Purpose or Objective

To remove the requirement for documented structural inspection for Category 3 races.

##### Proposal

- Mo0,1,2,~~3~~    3.02.2 Effective 1 January 2022: Structural Inspection - Consult the owner's manual for any instructions for keel bolt checking and re-tightening. The following inspection to be conducted by a qualified person externally with the boat out of the water. Check that there are no visible stress cracks particularly around the keel, hull/keel attachment, hull appendages and other stress points, inside the hull, backing plates, bolting arrangements and keel floors. (See Appendix L - Model Keel and Rudder Inspection Procedure)
- Mo3            3.02.2 Effective 1 January 2023, at a haul-out within two years prior to the event, the owner or his/her representative shall inspect the integrity of the keel and rudder following the recommendations in Appendix L.
- Mo0,1,2,~~3~~    3.02.3 Effective 1 January 2022: Evidence of a structural inspection in accordance with 3.02.2 within 24 months before the start of the race or after a grounding whichever is the later
- Mo0,1,2,3    3.02.4 Effective 1 January 2022: Inspection after Grounding – an appropriately qualified person shall conduct an internal and external inspection after each unintentional grounding

[Note: Should this be approved, there are consequent changes to be made to Appendix L- and the current Frequent Asked Questions]

##### Current Position

See above.

##### Reasons

1. A significant number of events use OSR category 3 for races in areas which are close to rescue and relatively sheltered. Many competitors will undertake one OSR category 3 race per year.
2. By contrast, those who undertake an OSR category 2 race will likely compete in several other OSR category 3 races as they seek qualifying miles.

3. A number of organising authorities of OSR category 3 races have expressed concern that competitor numbers will dwindle as those who undertake a limited number of such races will not be willing to burden the additional expense of compliance with OSR 3.02.
4. There is concern that a number of OAs may choose to reduce their races from OSR category 3 to OSR category 4 + liferaft.
5. OSR category 3 races are the entry level to offshore racing and as such should be as accessible as possible, whilst maintaining a proportionate level of safety.
6. Hull construction standards in OSR 3.03 do not apply to OSR category 3 races. Structural inspections should be considered analogous.