

Offshore Special Regulations Refinement Working Party

Progress Report

Introduction

When the current Special Regulations Sub-Committee held its initial meeting in March 2021, the topic of refining the Offshore Special Regulations (OSR) was introduced. That discussion evolved to the formation of the OSR Refinement working party. The working party has two sub-functions:

- A survey to solicit feedback from users of the OSR
- The document refinement function

This report presents the progress made by the latter function.

The goal of the document refinement function is to improve the readability of the published OSR, with some effort having been made toward making it easier for MNAs and event organizers to adapt the document. Over the past year the focus has been on refining the core (sections 1 through 6) of the OSR. In this report the working party presents the progress which has been made to date.

The draft OSR and the study version which shows the changes are available at the bottom of page: <https://www.sailing.org/inside-world-sailing/rules-regulations/offshore-special-regulations/>

The plan is for the refinement process to continue over the next year, then make a submission for the 2023 annual meeting.

Members of the working party are - Chair: James Dadd (GBR), Vice-Chair OSR Refinement: Richard Hinterhoeller (CAN), Vice-Chair OSR User Survey: Johannes Christophers (GER), Sally Lindsay Honey (USA), Stefan Kunstmann (GBR) and Simon Forbes (World Sailing)

Outline of Changes

- 1** In order to make it clearer to Member National Authorities (MNA) and event Organizing Authorities that they can make changes to the OSR:
 - 1.1** The cover page provides space for an MNA or event logo.
 - 1.2** Template lines have been provided for MNA and OA prescriptions.
 - 1.3** Styles, which can be modified to suit the national or event branding have been provided.
- 2** Readability:
 - 2.1** A light grey background for the categories column was re-introduced.
 - 2.2** Frames for tables were re-introduced.

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- 2.3 Qualifiers (e.g. effective dates, or hull length) were moved to the beginning. A user can determine immediately whether the regulation applies to them.
- 2.4 Some regulations were re-written to make them more easily understood, without changing the meaning.
- 2.5 Current Racing Rules of Sailing wording (e.g. event vs. race; organizing authority vs race organizers) were used.
- 3** Indentation:
 - 3.1 Multi-level indentation was re-introduced to visually organize the regulations.
 - 3.2 The indentation styles were reduced to 6. These 6 styles are consistent with those used in the Racing Rules of Sailing.
 - 3.3 Capitalization and punctuation were standardized.
- 4** Defined terms:
 - 4.1 Undefined acronyms were added to Table 1.
 - 4.2 Unused definitions were deleted from Table 1.
 - 4.3 Terms that are defined in the Equipment Rules of Sailing were used in the regulations and the obsolete terms were deleted from Table 1.
 - 4.4 Terms defined in Table 1 appear as *italics* (similar convention to the Racing Rules of Sailing).
 - 4.5 Terms defined in the Equipment Rules of Sailing appear as *underlined italics*.
 - 4.6 Where ISO tables are duplicated, superscripts have been changed to follow the ISO source.
- 5** Numbering:
 - 5.1 Tables have been renumbered so that no numbers are missing.
 - 5.2 Unused numbers were removed and subsequent regulations were renumbered.
 - 5.3 Unique numbers were re-introduced since some users publish OSRs which combine more than 1 category.
 - 5.4 Some regulations were re-sequenced so that there will be fewer missing numbers in the extracts.