

The Special Regulations Sub-committee met at AC Hotel Malaga Palacio, Malaga, Spain at 10:30 – 17:30 (UTC+1) on Wednesday 15 November 2023



Please refer to the World Sailing website [www.sailing.org](http://www.sailing.org) for the details of any submissions and supporting papers on this agenda.

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*Changes related to the Special Regulations are Submissions numbered with the prefix “SR” and can be found as supporting papers to this meeting. Recommendations are made by this committee to the Oceanic and Offshore Committee which in accordance with World Sailing Regulation 30.1.1 is responsible for approving the Special Regulations on behalf of Council.*

### Present:

Sally Honey (USA)– Chair

Per Bøymo (NOR) – ORC Representative

Johannes Christophers (GER)

Christophe Gaumont (FRA)

James Dadd (GBR) – Vice Chair

Richard Hinterhoeller (CAN)

Patrick Lindqvist (FIN)

Glen Stanaway (AUS)

### Apologies:

Sally Garrett (NZL)

Angus Wilison (NZL)

### Others Present:

Yann Rocherieux (FRA) -Vice-President

Katrina Ham – WS Offshore Executive

Matt Allen (AUS) - Chairman Oceanic and Offshore Committee

Stan Honey (USA) - Oceanic and Offshore Committee

Nick Sloane – Chairman Safety Commission

Niall McLeod – Royal Yachting Association

Jeremy Wilton – RORC

Rob Weiland – TP52 class

Philip Baum (RSA) - Vice-President

Jaime Navarro – WS Director of Technical & Offshore

Alan Massey (GBR) – Chairman International Regulations Commission

Corinne Migraine (FRA) - Vice-chair, Oceanic and Offshore Committee

Alexandra Rickham – WS Head of Sustainability

Bruno Finzi – ORC – Oceanic and Offshore Committee

Andrew Cloughton – ORC

## 1. Opening of the Meeting

### (a) Apologies for absence

Apologies of absence were noted on behalf of Sally Garrett, New Zealand and Angus Willison, New Zealand.

### (b) Declaration of conflicts of interests

No additional conflicts of interest were reported.

### (c) An introduction by the Chair, Sally Honey.

Sally Honey opened the meeting and welcomed the members of the sub-committee thanking them for their work over the past year. She commented that it would be a busy meeting with 17 submissions to cover and asked for focus on the issues.

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Philip Baum welcomed members and observers to the meeting. He thanked Malaga for hosting the conference before giving a report of the major events over the past year: World Sailing's improved financial situation with some promising commercial potential and talk of an offshore vision for world sailing. He made special mention of the inclusion of para events at the recent Sailing World Championships in the Hague and, in reference to the World Sailing Awards, he expressed the strategic significance of having an African female winner.

### 2. Minutes of the Previous Meeting

#### (a) Minutes

The minutes of the Special Regulation Sub-committee meeting of 24 October 2022 were noted and approved. The minutes can be downloaded at <https://www.sailing.org/inside-world-sailing/organisation/governance/conferences/past-conferences/previous-conference-papers/>

#### (b) Minutes Matters Arising

No additional matters were raised that are not otherwise on the agenda.

### 3. Special Regulations – Interpretation

(a) In November 2022 a request for interpretation regarding sheet winches below deck was received. In accordance with WS Regulation 30.3 an interpretation was issued by the Special Regulations Sub-committee (SRSC) Chair and circulated to the SPSC and the Oceanic and Offshore Committee.

(b) Regulation 30.3 states: At the next meeting following such interpretation, the same shall be reviewed by the Sub-committee and the Sub-committee shall consider whether any amendment to the Special Regulations is necessary or desirable to add clarity. The Sub-committee may also recommend revocation of any such interpretation.

Sally Honey described the interpretation that was requested and made in November 2022. James Dadd explained the discussions around OSR 3.11 and the importance of visibility, focusing on the wording in the issuing of the interpretation. There were comments from the committee regarding the structural/load carrying aspects of the deck. Following the discussion, and in accordance with Regulation 30.3, stated above, all committee members voted to approve the existing interpretation. There was no amendment to the Special Regulations thought necessary or desirable to add clarity.

### 4. Special Regulations – Submissions

(a) Submission SR01-23 – Offshore Special Regulations Refinement from Richard Hinterhoeller on behalf of the OSR Refinement Working Party:

Richard Hinterhoeller discussed the submission and described the work to refine the Offshore Special Regulations, thanking the other members of the working party: Johannes Christophers, Stefan Kunstmann, Sally Honey, and James Dadd. He highlighted Johannes Christophers' work to develop and conduct the survey which provided insights into how to improve the document. The objectives of the refinement remain to make it easier to understand without changing the meaning and to make the document more consistent with the Racing Rules of Sailing and Equipment Rules of Sailing. Study versions have been shared for feedback.

On a vote of 8 in favour, 0 against and 0 abstentions, SR01- 23 was agreed to be effective 1 January 2024.

Recommendation to the Oceanic and Offshore Committee: Approve

(b) Submission SR02-23 – OSR 3.21.1 (a) Drinking Water Tanks from the Offshore Racing

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### Congress and Australian Sailing:

Per Bøymo reported on the recent review after last year's rejection of a submission on the same topic. Glen Stanaway explained the submission reflects common practice and is more practical. Per Bøymo cited an example in which tanks were installed to comply with the regulations, but not used. Stan Honey raised the issues of competitors stacking containers if they are not permanently installed. The sub-committee discussed these challenges, but agreed it was common practice and not a safety issue.

On a vote of 8 in favour, 0 against and 0 abstentions, SR02- 23 was agreed to be effective 1 January 2024.

Recommendation to the Oceanic and Offshore Committee: Approve

- (c) Submission SR03-23 – OSR 4.27.3 A Heavy-Weather Jib from the Royal Yachting Association and IRC Rating System:

James Dadd explained the submission and suggested a friendly amendment to replace “without a reef” to “unreefed area.” Further discussion revealed this could lead to unintended consequences and the wording “area in unreefed condition of 13.5% height of the foretriangle squared” was agreed to be more appropriate.

On a vote of 8 in favour, 0 against and 0 abstentions, SR03- 23 was agreed to be effective 1 January 2024.

Recommendation to the Oceanic and Offshore Committee: Approve as amended

- (d) Submission SR04-23 –OSR Appendix M regarding renewable energy, manual power, and outside help from SRSC Chair, Sally Honey.

Sally Honey cited the three areas covered in this new appendix: sustainability, outside information/assistance, and technology. To meet the objectives in World Sailing's Sustainability Agenda 2030, the Renewable Energy working party, comprising James Dadd, Angus Willison, Stan Honey, and Johannes Christophers, developed the wording for the Sustainability statement. The second and third statements are intended to help Organising Authorities with specific wording if they choose, as they often do, to change their NOR/SI to permit autopilots and/or outside assistance, specifically for weather information. The objective of limiting the use of scanning technology for autopilots and providing standardized wording for collection of weather information was discussed as was the ideal location of such recommendations: the OSRs, the RRS or the WS website. Stan Honey reported that discussions with the Racing Rules Committee revealed hesitancy to include a primarily offshore statement in their document. It will also be easier for us to update in the OSRs. The difficulties in measuring the sustainability measure were seen as less important than taking leadership in this area. Regarding the sustainability timeline: boats about to start construction will likely not launch until 2026. Matt Allen reiterated the importance that this would show leadership and would allow an event such as the Vendee Globe to advance the use of technology while its use could be limited in the wider body of the sport. Stan Honey noted the 100mm limit comes from the Americas Cup. Glen Stanaway would like to be involved in further developments and placement of this, but agreed it was important to exercise leadership.

On a vote of 7 in favour, 0 against and 1 abstention, SR04- 23 was agreed to be effective 1 January 2024.

Recommendation to the Oceanic and Offshore Committee: Approve

- (e) Submission SR05-23 – OSR 3.14.6 regarding lifeline core minimum diameter from SRSC

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Chair, Sally Honey.

Sally Honey explained the need make lifeline diameters measurable without destroying the line and an additional need to change the heading in the table with the following friendly amendment: "Replace the title "HMPE Core (Braid on braid) min. lifeline diameter" with "HMPE Core (braid on braid) min. lifeline outside diameter".

On a vote of 8 in favour, 0 against and 0 abstentions, SR05- 23 was agreed to be effective 1 January 2024.

Recommendation to the Oceanic and Offshore Committee: Approve as amended

- (f) Submission SR06-23 – OSR 6.01.5 regarding WS Offshore Personal Survival Refresher Courses from SRSC Chair, Sally Honey.

Sally Honey explained that she is aware of pushback on the time stated in the submission. Christophe Gaumont suggested that 5 years is too long, noting that the FFV have a limit of 6 months. Glen Stanaway reported that Australia has no limits, but asked if there were examples of incidents/issue related to the time lapse. Members of the Sub-committee noted that changes in personal equipment over the past 10 years have been significant, which requires regular training. Glen Stanaway asked about possible challenges for skippers seeking crew. Nick Sloane pointed out this is a safety concern and that in offshore and gas industries there is a 6-month limit. Matt Allen confirmed that changes to the time would be considered as friendly amendment to the Oceanic and Offshore Committee. Sally Honey also noted that it would be possible for MNA's to change/reduce the limit if desired. The sub-committee agreed to reduce the time limit to two years.

On a vote of 8 in favour, 0 against and 0 abstentions, SR06- 23 was agreed to be effective 1 January 2024.

Recommendation to the Oceanic and Offshore Committee: Approve as amended

- (g) Submission SR07-23 – OSR 3.14 regarding deck chamfer from SRSC Vice-chair, James Dadd on behalf of the Deck Chamfer Working Party.

James Dadd thanked Johannes Christophers for his contribution to the working party efforts. He noted the need for friendly amendments to remove the reference to "working deck," a reference to maximum beam and correction of a typo. He related his focus on lifeline placement to his conversations with sailors regarding the transition zone in front of the mast. The choice of distance rather than percentage in OSR 3.17.1 was deemed to be the best option. The change to boat beam integrates with the Equipment Rules of Sailing terminology. In discussing the possibility of grandfathering the changes it was agreed that safety can not be grandfathered. On Richard Hinterhoeller's suggestion, it was also agreed that reference to imperial measurements should become an additional friendly amendment.

On a vote of 8 in favour, 0 against and 0 abstentions, SR07- 23 was agreed to be effective 1 January 2024.

Recommendation to the Oceanic and Offshore Committee: Approve as amended

- (h) Submission SR08-23 – OSR 3.03 regarding WS Certificate of Plan Review requirements from SRSC Vice-chair, James Dadd.

James Dadd explained the challenges in managing the Notified Bodies involved in the World Sailing Certificate of Plan Review Scheme. Katrina Ham said owners have attempted to avoid the requirement for a certificate by quoting the wording "unless a higher classification has been obtained." No plan review certificate waivers have been issued and the lack of clarity of what would be acceptable provides challenges for the

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technical office.

DNV, which has been the most proactive Notified Body in recent years, has recently decided to cease its involvement with the Recreational Craft Directive (RCD). Katrina Ham suggested the term “notified body” in the OSR and World Sailing documents would need clarifying if the RCD no longer used that as a requirement in the RCD. Stan Honey suggested changing to an alternative term. The sub-committee agreed on the friendly amendment to replace the term “notified body” with “organisation.”

On a vote of 8 in favour, 0 against and 0 abstentions, SR08- 23 was agreed to be effective 1 January 2024.

Recommendation to the Oceanic and Offshore Committee: Approve as amended

- (i) Submission SR09-23 – OSR 3.04 c) regarding stability from the Royal Yachting Association and IRC Rating System

Sally Honey stated that, since they were mutually exclusive, SR09-23 and SR10-23 would be considered together. Niall McLeod explained SR09-23 as based on concerns for older designs which continue to be widely used in RORC racing without issues. He recognised that SSS is a conservative method and not ideal for newer boats but that eliminating it would significantly reduce the size of existing fleets.

Andy Cloughton emphasised that SSS is not reliable and is an accident waiting to happen, citing examples of boats failing STIX that passed SSS. Sally Honey noted that there were no known incidents directly linked to the use of SSS. Andy explained that ORC experts, in studying the submission, have found it would be difficult to defend in a technical enquiry. Richard Hinterhoeller asked if boats competing in ORC events had been similarly analysed. Glen Stanaway noted that Australia excludes the use of SSS. Andy Cloughton referenced the provided supporting paper, noting the MCA is considered the gold standard. He questioned how many boats would be impacted by eliminating SSS. James Dadd recalled his introduction to offshore racing in similar fleets, expressing concerns over the potential reduction in fleet size and opportunities to introduce people to offshore racing. Richard Hinterhoeller explained Canada’s approach to stability. Glen Stanaway disagreed that it would lead to decimation of fleets and would be World Sailing sending a global message. Potential implications on insurance were also raised, however it was questioned whether this should concern the sub-committee. It was pointed out that the SSS value is included on IRC certificates. Jeremy Wilton questioned the practicality of such a drastic change citing the impacts on participation, sustainability, and cost. Andy Cloughton reported that the ORC has volunteers to aid RORC in managing the change for their fleet. Matt Allen questioned the impact on races run by organisations such as the Junior offshore group (JOG). James Dadd reported that the races governed by SSS are shorter Category 3 races with predominantly older boats, whose owners have no ambition to participate in longer, more challenging races. He also recognised stability concerns but also lack of incidents. Glen Stanaway has not seen a decline in participation in category 0,1 & 2 races due to a lack of SSS. After the chair brought the discussion back to the table, the sub-committee voted to approve submission SR 09-23 with a friendly amendment to remove the use of SSS for Mo0,1 and to reject SR10-23.

On a vote of 3 in favour, 3 against and 2 abstentions, SR09- 23 was approved on a casting vote by the Chair and agreed to be effective 1 January 2024.

Recommendation to the Oceanic and Offshore Committee: Approve as amended

- (j) Submission SR10-23 – OSR 3.04 c) regarding stability from the Offshore Racing Congress

Rejected following vote on SR09-23

Recommendation to the Oceanic and Offshore Committee: Reject



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- (k) Submission SR12-23 – OSR 3.21.3 regarding emergency drinking water from the Royal Yachting Association.

The sub-committee discussed the practicalities of the change, including the use of smaller containers and the application to double handed racing. Christophe Gaumont noted medical recommendations of 3 litres a day per person. It was stated that with the change being for categories 1-3, search and rescue would be likely within 24 hours.

On a vote of 8 in favour, 0 against and 0 abstention, SR12- 23 was agreed to be effective 1 January 2024.

Recommendation to the Oceanic and Offshore Committee: Approve

- (l) Submission SR13-23 – OSR 4.07 regarding flashlights and searchlights from the Royal Yachting Association.

James Dadd explained the intention of the submission to reflect what is available on the market. The sub-committee discussed the wording noting the requirement of being rechargeable if an LED and the requirement of an added comma after the word “torch” to clarify the intent.

On a vote of 7 in favour, 0 against and 1 abstention, SR13- 23 was agreed to be effective 1 January 2024.

Recommendation to the Oceanic and Offshore Committee: Approve as amended

- (m) Submission SR14-23 – OSR 4.11 regarding Navigation Equipment from the Royal Yachting Association.

James Dadd explained the submission, emphasising the objective of simplification. The sub-committee discussed the submission noting that the light list is available to download from the web and is covered on charts.

On a vote of 7 in favour, 0 against and 1 abstention, SR14- 23 was agreed to be effective 1 January 2024.

Recommendation to the Oceanic and Offshore Committee: Approve

- (n) Submission SR15-23 – OSR 4.22 regarding crew overboard identification and recovery – heaving lines from the Royal Yachting Association.

Niall McLeod recalled the history of the submission and the link to the Marine Accident Investigation Branch safety bulletin regarding heaving lines with two parts fused together. The sub-committee debated the benefits of testing lines or the possibility of adding a comment regarding quality. The meaning of continuous floating line was also questioned. After considering various options, the consensus of the committee was to leave the choice to the market. The sub-committee voted to reject the submission with one abstention.

On a vote of 0 in favour, 7 against and 1 abstention, SR15- 23 was rejected.

Recommendation to the Oceanic and Offshore Committee: Reject

- (o) Submission SR16-23 – OSR 4.22 regarding crew overboard identification and recovery, locator beacons from the Royal Yachting Association.

James Dadd described the submission and the focus on double-handed racing. Stan Honey mentioned the term GNSS will be replacing GPS, but the term GPS was deemed consistent with the current OSRs, and this could be a future change throughout the document. The sub-committee agreed that it should also apply to category 3 and proposed that friendly amendment.

On a vote of 8 in favour, 0 against and 0 abstentions, SR16- 23 was agreed to be effective 1 January 2024.

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Recommendation to the Oceanic and Offshore Committee: Approve as amended

- (p) Submission SR17-23 – OSR 4.26 regarding storm and heavy weather sail inventory from the Royal Yachting Association.

Richard Hinterhoeller noted that the requirement of a trysail was only changed 4 years ago. The sub-committee discussed the submission and proposed a friendly amendment to remove cat 1 from section b).

On a vote of 6 in favour, 0 against and 2 abstentions, SR17- 23 was agreed to be effective 1 January 2024.

Recommendation to the Oceanic and Offshore Committee: Approve as amended

- (q) Submission SR18-23 – OSR 6.05 regarding medical training from the Royal Yachting Association.

James Dadd presented the submission's focus on double-handed racing. It was agreed to be equally important in fully crewed racing if the only trained person was to go overboard. Matt Allen described an incident involving a sailor who was knocked out with no pulse for 14 minutes, but who is now back sailing. The sub-committee voted to approve the submission with one abstention.

On a vote of 7 in favour, 0 against and 1 abstention, SR18- 23 was agreed to be effective 1 January 2024.

Recommendation to the Oceanic and Offshore Committee: Approve

### 5. Other Submissions

- (a) Submission 021-23 regarding RRS 56/ 56.3 and the use of AIS.

Sally Honey explained the submission noting the submitters as the Oceanic and Offshore Committee and the Racing Rules Committee. She highlighted the contributions of Stan Honey and Richard Slater. Stan Honey noted that the submission supports COLREGS and IRPCAS in requiring "a proper lookout . . . by all available means" of watchkeeping. Turning off AIS would contravene these rules. The sub-committee voted unanimously to support the submission.

- (b) Submission 114-23 regarding Regulation 30.3 and OSR Interpretations.

Jaime Navarro explained the submission emphasising that while it will be for Council to decide, it would be good to know the position of the Special Regulations Sub-Committee. The discussion of the submission included the status of interpretations and the 2-year limit. Matt Allen noted potential suggestions from the constitution committee regarding point e). The sub-committee voted unanimously to support the submission.

### 6. Working Party Reports

(a) Keel Improvements – (Oceanic and Offshore Committee/ Special Regs)

Richard Hinterhoeller gave an update to accompany the supporting papers, noting the challenges of reviewing the ISO standard and the potential need to open the standard for a full review. He emphasises 3 main challenges raised: 1) is the standard robust enough, 2) is it being followed, and 3) how to find the needles in the haystack. He described the new Annexe regarding inspection. The sub-committee agreed the work is important, but raised the questions around inspections, noting there is no clear answer. James Dadd recalled his experience of three boat designers who requested builders change their design to make it work after the manufacturer said the original design was not possible.

(b) Renewable Energy

Sally Honey thanked the working party for their contribution. Stan Honey raised the question of whether B20 would be considered renewable.

(c) Deck Chamfer

James Dadd thanked Johannes Christophers for his work noting the objective had been met.

(d) OSR Refinement

Richard Hinterhoeller provided an update on the work completed to date as well as showing future areas for improvement. He referenced the 2022 survey conducted by Johannes Christophers while linking to the objectives of the working party. He showed the sub-committee examples of what could be possible in the future including linking the OSRs to further information and examples of equipment.

(e) ERS Working Party.

James Dadd explained the objective of aligning the OSR and the ERS, describing the two approaches discussed: either taking all the equipment terms to the ERS or enacting the OSR similarly to the RRS and ERS. He relayed conversations the previous day in the Equipment Rules Sub Committee and noted the desire to not lose control over the definitions. Also discussed was the possibility of putting ERS terms in bold in the OSR.

### 7. World Sailing Structural Plan Review

(a) There have been 262 certificates of structural plan review registered since the introduction in 2010 for Category 0-1-2 Races. A list of one-off yachts and the certificates for series-produced yachts can be found at: <https://www.sailing.org/inside-world-sailing/activities-services/technical-offshore/technical-services/osr-plan-review/>

(b) An update on the World Sailing Plan Review processes and consideration of the list of World Sailing Recognised Notified Bodies.

Katrina Ham informed the sub-committee of the work over the past year to update the policy and procedures online to reflect current practices. She also recalled the steps taken to revoke a specific Certificate of Plan Review at the end of last year, noting the status remains unchanged.

Katrina Ham explained the interactions with the Notified Bodies and how it has changed throughout the year, possibly due to the change in status of DNV. One notified body had not responded to any communications and, with assistance from Patrick Lindqvist, it was found the service had been sold and another organisation was advertising the possibility of ISAF certificates. No response has been received from the other organisation. The



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sub-committee agreed to remove the VTT Valtion Teknillinen Tutkimuskeskus (VTT Technical Research Centre of Finland) from the list of Notified Bodies.

Katrina Ham and James Dadd intend to be more active in the scheme, which has not been significantly changed since it was developed. They intend to set criteria with an annual review, and to include a requirement for notified bodies to share incident information on boats they have requested to be certified. The possibility of inviting the notified bodies to a meeting in 2024 to improve understanding and strengthen connections was discussed.

### 8. Safety

- (a) An update from the Safety Panel

Katrina Ham gave a brief update on the Safety Panel, referencing the supporting paper. Sally Honey gave an update from the Safety Commission meeting the previous day. She noted that the Commission is not intended to replace the work of existing Committees but to help co-ordinate and compliment their work with the ambition of increasing their scope. She gave an example of challenges discussed by the commission regarding inappropriate safety boats for Paris 2024.

- (b) To receive a summary of incidents that have occurred during races in the past year

A summary was given of the 38 incidents reported from 1<sup>st</sup> October 2022 to 1<sup>st</sup> October 2023, with reference to the supporting paper, including 7) fatalities, 7) keel/rudder loss, 2) dismastings, 3) groundings, 4) capsizes, 3) fires, 6) sinkings, 9) collisions (5 with fauna), 4) MOBs, 3) serious injuries, and 3) boats abandoned. A verbal update of the incidents that have occurred since the 1<sup>st</sup> of October was given.

### 9. International Regulations Commission

- (a) A summary of the Commission's work in the past year can be found in the Commission's agenda and supporting papers.

Alan Massey reported on the International Regulations Commission's work over the past year, emphasising the commission's importance in monitoring and trying to influence regulators. He reported on the work of ISO TC188 regarding deck safety harnesses. Acknowledging the IMO focus of the commissions, he reported on the trend of increasing scope and ambition of regulators noting both the IMO and European commission targets for GHG emissions: the establishment of a Particularly Sensitive Sea Area in the north-western mediterranean. He also described the progress of Maritime Autonomous Surface Ships and lost containers and the concerns of the commission regarding increased interaction between yachts and commercial vessels due to more offshore energy installations. There has been a global decrease in Piracy generally, but two areas of concern remain near Malacca/Singapore and the Atlantic coast of Latin America. He also mentioned the monitoring of Per- and polyfluoroalkyl substances restrictions.

### 10. World Sailing Sustainability Agenda 2030

- (a) To note the World Sailing Sustainability Agenda 2030 is available [online](#).
- (b) Other WS sustainability programmes can be found [here](#).

Alexandra Rickham reported there has been an increase in resources in her department and gave an update on the World Sailing Sustainability Agenda 2023. Although only 7 of the original 17 objectives have been met, even objectives considered completed must remain active. She referenced the OSR submission regarding offshore renewable energy and the discussions around the timeline and 20% target. She also reported on challenges

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facing the industry such as droughts and the impact of mitigations against biosecurity. Johannes Christophers noted the work of a German boat builder in their efforts to use Marinesshift360 to conduct a lifecycle assessment on a boat. Alexandra Rickham reported on the lack on progress on the ambitions regarding Life Cycle Assessments for the Olympic Classes due to lack of resources and funding, but noted it is an objective for Q1 2024. Johannes Christophers also reported on the challenges builders and classes face, citing an example of an Optimist built of flax fibres that is not allowed under the Class Rules.

### **11. Any Other Business**

The meeting closed at 1643.