

MEMO

Date: December 12, 2007

To: MYA Executive Officers

Copy: Offshore Keelboat Policy Committee
National Safety Committee
Phil Jones

From: Glen Stanaway

RE: **Special Regulations - ABS Compliance and Amendment 5**

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Dear all,

We would like to bring the attention of MYAs and key clubs to recent issues relating to Yachting Australia's Special Regulations: SR 3.03 Hull Construction Standards (ABS Compliance) and Amendment 5 Resistance to Capsize for Monohulls.

Both matters should be brought to the attention of key clubs and organising authorities of Category 0, 1 and 2 races.

SR 3.03 Hull Construction Standards

During 2007 some concerns were expressed over the compliance of boats with the ABS Guide for Building and Classing Offshore Yachts referred to in SR 3.03.1(b), particularly as plan approval for ABS was no longer available.

As a result, Yachting Australia commissioned an independent report from Naval Architect Ken McAlpine of MMD to address the issue of compliance with ABS in light of the new materials now being used in yacht construction and in keels in particular.

On receipt of the report on 22 October, Yachting Australia assembled a Special Committee to consider the findings and determine the next steps. The Special Committee met on 26 October. A copy of their considerations can be found at <http://www.yachting.org.au/site/yachting/ayf/downloads/2007/Events/071101-SC%20considerations-final%205.pdf>

A media release was prepared and distributed on 2 November 2007, with a follow up inclusion in the Nautical News. A copy of the media release can be found at <http://www.yachting.org.au/?page=33257&MenuID=News%2F10537%2F0>

In summary, the Special Committee agreed that boats designed to the ABS Guide could feature alterations which were outside the 'hard limits' set down assuming the designer was satisfied that the design met the overall strength and safety standards of the ABS Guide.

The Special Committee also considered that any and all alternatives contemplated by the designer outside these hard limits of the ABS Guide should be fully explained to the yacht owner.

Yachting Australia and race Organising Authorities should draw the attention of yacht owners to the matters addressed in these considerations.

Organising Authorities of Category 0, 1 and 2 races should consider seeking a confirmation from owners of affected yachts to the effect that the owner:

- a) is aware of the matters addressed in these considerations; and
- b) is satisfied as to those matters insofar as they relate to the yacht.

Yachting Australia had also made an urgent submission to ISAF detailing its concerns which were considered at the ISAF Annual Meetings on 2 November 2007.

Yachting Australia is requesting the assistance of MYAs in bringing this matter to the attention of the key clubs and organising authorities of category 0, 1 and 2 races.

Withdrawal of Amendment 5

On 1 July 2007 Yachting Australia issued Amendment 5 Appendix D to Part 1 – Resistance to Capsize for Monohulls.

Please go to <http://www.yachting.org.au/specialregs/> for all amendments to the YA Special Regulations.

This amendment applied to Category 2 races only. It changed the IRC SSS Numeral from 30 or greater to 34 or greater as the requirement to demonstrate compliance with Resistance to Capsize.

The amendment was revisited at the recent National Safety Committee meeting. This resulted in a recommendation that it be withdrawn, restoring the SSSN Numeral requirement to 30 or greater. The recommendation was approved by the Yachting Australia Board on 11 November effective immediately.

Yachting Australia is requesting MYAs to bring this matter to the attention of the key clubs and organising authorities of category 2 races.

We appreciate your understanding of the importance of both issues and appreciate your assistance with dissemination to key clubs and organising authorities.

Kind regards

A handwritten signature in black ink, appearing to read 'Glen Stanaway', with a long, sweeping underline.

Glen Stanaway
Sport Services Manager

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