

Richard H. Roberts  
60 Dart Street  
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December 10, 1995

TO: Frank Bohlen Ernie Messer  
Wes Maxwell John Philip Smyth

FROM: Dick Roberts

SUBJECT: Lifeline Committee

We have been appointed to a committee to review the Off Soundings Club's requirements for lifelines and to recommend changes, if any, to our current policy.

Early on, the Off Soundings Club encouraged, but not required, conformance to the Offshore Equipment List, Category 4. (See attached sheets.) Later, compliance was required, but waivers for lifelines were allowed. In 1977, Bill Ames and I were on a committee to put together the adaptation of the Category 4 Regs -- largely converting the language and rating terminology to something the OSC members could relate to, and eliminating Regs that did not apply to the OSC events.

The Regs of the day regarding lifelines were couched in terms of (6.62) for yachts of 21 feet rating and over and (6.63) yachts under 21 feet rating. The rating referred to was that of the IOR. The OSC committee making the adaptation decided that the IOR rating had no meaning to the OSC members, then racing under the OSC rule, and selected 35 feet LOA as the crossover point. Later ORC Regs (I have a 1986 version) were changed to read 21 feet rating (28 feet overall) in (6.61) and (6.62), but OSC adaptation was not changed.

In our decision to follow the ORC Regs Category 4 in developing our own OSC Standards (rather than merely "adapting" the ORC Regs) in 1994, this problem came home to roost. Where we had been advocating the crossover at 35 feet LOA, our new Standards set that crossover at 28 feet LOA. This became known when the First Notice for the Spring Race Series was received, and owners of boats in the 28 to 35 foot LOA range pleaded for time to make the change. So, it was decided to grandfather, for 1994, boats in that LOA range that complied with the earlier requirements. This grandfather provision was extended for the 1995 OSC racing season.

Note that the item of interest is only the crossover point. Other provisions of the Regs, namely the other requirements of Paragraphs 6.61, 6.62 and 6.63, have been imposed both by the OSC adaptations and by the OSC Standard.

Remember that right from the beginning the boats in the 28 - 35 foot LOA range that raced in other events (not Off Soundings) which required Category 4 either had to comply with the double lifeline requirement or were racing improperly.

The grandfather provision has been used for two seasons, now. One could argue that there has been enough time for those owners to comply -- unless they expect us to make that exemption permanent, and we agree to do so. This has some liability considerations -- are we competent enough to make such a change in an international standard? Most of the other changes we've made to the Regs have been for clarity; some have been for economics, when considering the kind of racing we do.

I propose that we each mull this over for a bit and then write to me with your thoughts and recommendations. If what I receive indicates a consensus, I will summarize that material into a report. If there is not agreement, I will schedule a meeting for a discussion of our differences.

Dick

## History

### Excerpts from the Sailing Instructions

1971: It is urged but not required that Off Soundings yachts conform to the NAYRU Offshore Equipment List for Class Four events.

1973: It is required that yachts participating in the Off Soundings Races conform to all NAYRU Category 4 requirements. The requirement for lifelines and pulpits has been waived for the 1973 races, but will be required at a later date.

1974: Same as 1973, but states "but will be required in 1975."

1975: It is required that yachts participating in the Off Soundings Race conform to all ORC Category 4 requirements. The deadline for requesting a waiver for a lifeline or pulpit problem was April 26, 1975.

1977: It is required that yachts participating in the Off Soundings Race Series conform to all ORC Category 4 requirements as adapted by O.S.C. [Similar to but earlier than A.]

1980: To qualify to race in Off Soundings Club races, your yacht must meet all Offshore Rating Council (ORC) Category 4 requirements (as adapted by OSC) including lifelines and pulpits.

1992: Yachts shall conform to the ORC Category 4 requirements as adapted by the Off Soundings Club. In addition, the 1989 provisions of Regulation 6.6, regarding lifeline scantlings, shall apply rather than the 1990 provisions. [The latter sentence did not appear in 1993.]

1994: Yachts shall conform to the Off Soundings Club Minimum Equipment and Accommodations Standard (based on ORC Category 4), dated April 2, 1994. Yachts 28 ft LOA to 35 ft LOA which conformed to the previous standard (at least 18-inch single lifelines) will be "grandfathered" for the 1994 Spring and Fall Race Series. [In 1995, the "grandfather" was extended to the 1995 races.]

## The OSC Lifeline Requirements

### A. Early statements -- the Off Soundings Club adaptation of January 1981 and earlier

#### (6.6) Lifelines and pulpits

Yachts of 35 feet LOA and above shall have bow pulpits and 24-inch double lifelines in accordance with Paragraphs (6.61) and (6.62).

Yachts less than 35 feet LOA shall have bow pulpits and at least 18-inch single lifelines in accordance with Paragraphs (6.61) and (6.63).

Yachts whos shrouds are so placed that genoas must be sheeted outside lifelines when closehauled may drop forward lifelines to a lower attachment point.

Note that stern pulpits are not required, provided that lifelines of the required height and construction as above are carried aft to at least the mid point of the cockpit and thereaft are arranged as to substitute adequately for a stern pulpit.

### B. The March, 1988 version of the Off Soundings Club adaptation is identical to the above, for lifelines and pulpits.

### C. The April 2, 1994 version is an Off Soundings Club Standard, based on ORC Category 4.

Lifelines and pulpits: Lifelines shall be stranded stainless steel wire, minimum diameter of 1/8" for yachts under 28.0 ft LOA, 5/32" for yachts 28.0 ft LOA to 43.0 ft LOA, or 3/16" for yachts over 43.0 ft LOA. A taut lanyard of synthetic rope configured to have at least the same breaking strength as the required wire may be used to secure a lifeline gap of not over 4 inches.

In accordance with paragraphs (6.61 and 6.62), a yacht of 28 ft LOA and above shall have a bow pulpit and taut 24-inch double lifelines and a yacht less than 28 ft LOA shall have a bow pulpit and at least taut 18-inch single lifelines. Yachts shall have a stern pulpit unless lifelines are arranged so as to adequately substitute for a stern pulpit.

### D. ORC Regulations for Category 4.

Essentially the same as C, above, with these additions:

The table at what appears to be (6.63) provides that

For 24-inch double lifelines, no vertical opening shall exceed 22 inches (Jan 92 & earlier)  
For 24-inch double lifelines, no vertical opening shall exceed 15 inches (Jan 93 & later)

For 18-inch single lifelines, no vertical opening shall exceed 22 inches (before Jan 92)  
For 18-inch single lifelines, where intermediate lifeline is fitted, no vertical opening shall exceed 15 inches (Jan 92 & later)

Where intermediate lifeline is fitted, it shall be not less than 9 inches above the working deck.

What appears to be (6.63) has three other provisions

Having to do with the location of stanchion bases  
Permitting lifeline stanchion and bow pulpit to overlap, for ease of leading the headsail  
Requiring lifelines to be effectively continuous around the working deck

Richard H. Roberts  
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860-443-4621

January 3, 1996

TO: Norm Rabe  
FROM: Dick Roberts  
SUBJECT: Lifeline Committee

Commodore Gunther called today and asked that I add you to the Committee reviewing the Lifeline Question -- whether to require the shift from single, 18-inch lifelines to double, 24-inch lifelines to occur at LOA = 28 feet or at LOA = 35 feet. (Current ORC Category 4 makes the shift at 28 feet; Off Soundings has made the change at 35 feet, earlier by statement and the last two years by waiver.) The other members of the Committee are:

Frank Bohlen	Ernie Messer
Wes Maxwell	John Philip Smyth

I "convened" a meeting by mail -- by a letter of December 10, 1995, copy enclosed. It was my hope that I would get responses from all and then I could develop a report from those responses. So far, Messer and Smyth have replied, with copies to the other Committee members. I've enclosed copies for you, as well.

We may have to meet, after all, although that will be inconvenient for Messer and Smyth (New Haven and Guilford). Please see if you can reply by January 10th, so I can decide if a meeting will be required.

cc: Frank Bohlen  
Ernie Messer  
→ Wes Maxwell  
John Philip Smyth  
Bill Gunther

*Can you give me your thoughts?  
Dick*

51 Falcon Road  
Guilford, CT 06437  
December 14, 1995

Richard H. Roberts  
60 Dart Street  
New London, CT 06320-4512

Re: Lifeline

Dear Dick:

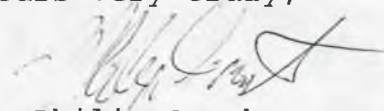
Thank you for your memorandum on the lifeline issue and the opportunity (whether or not realized) to resolve this without a meeting. I must admit I do not have a strong opinion on this issue. The easiest way out would just be to say that everyone must comply with the Category 4 Requirements but that might needlessly effect participation by both existing and future members and would cause a lot of extra work and expense for the members complying with the lifeline change. Therefore, I suggest that, in accordance with my background, we will take a lawyer - like approach to this problem. This would seem to be an appropriate response because I believe that the only reason that the Board is reluctant to just grandfather boats on the lifeline issue is because of a fear of exposure to liability for making such a decision. If the Board truly feels that safety is the issue, than all boats should comply with the lifeline change. However, if I am correct that potential liability is the issue, then the exposure with my suggested changes is minimal, and we have insurance to cover claims that should never be made in the first place.

I suggest that the Sailing Instructions read as follows:

Yachts shall conform to the Off Soundings Club Minimum Equipment and Accommodations Standards (based on ORC Category 4), dated April 2, 1994. Yachts 28 ft LOA to 35 ft LOA which conformed to the previous Standard (at least 18 inch single lifelines) are urged but not required to conform to the change in the lifeline standard.

Please call me if you have any questions.

Yours very truly,



J. Philip Smyth

cc: William G. Gunther  
Frank Bohlen  
Ernie Messer  
Wes Maxwell

# OFF SOUNDINGS CLUB



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P.O. Box 1399  
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Mr. Ernie Messer  
H (203) 669-1000  
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Date: December 13, 1995

To: Race. Scty. Dick Roberts  
Rear Commodore Frank Bohlen  
Race Chairman Wes Maxwell  
J.Philip Smyth, Esq.

CC: Commodore Bill Gunther

From: Ernie Messer

Subject: ORC Regs

As requested I am giving you my thoughts on the direction I think OSC should be heading with regards to lifelines and in fact all of our standards of safety for the OSC races. As a member of U.S.S.A.'s Safety at Sea Committee, a member of the Cruising Club of America's Safety at Sea Committee, Chairman of the Inspection Committee for the Newport-Bermuda Race, and an Inspector for the Marion-Bermuda Race since '79, I feel well qualified in my opinions on these matters.

I offer the following points:

- ⇒ In today's litigious society following the accepted standards as closely as possible is requisite, unless you are prepared to defend yourself as an "expert" qualified to make changes to a Nationally and Internationally accepted safety standard.
- ⇒ The bodies, U.S.S.A and I.Y.R.U., that write the standards, have more input about what's going on in racing around the world, and can spend more time considering what is a reasonable "minimum" standard then can our Board.
- ⇒ In one paragraph in OSC Standards it's difficult, if not impossible, to deal with a section that take almost two pages in the ORC Regs.
- ⇒ Our racers are for the most part aware and in compliance with the ORC Regs as most other races require them.
- ⇒ Any small adjustments to the Regs for local use can be dealt with in a more universally accepted, and easily understood manner in the Sailing Instructions and/or Notice of Race.

For these reasons I would recommend that we change our current policy of using "OSC Standards" and stick as closely as possible to the ORC Regs, including the Lifeline requirements.