

AUSTRALIAN SAILING
CHANGES TO
Australian Sailing
2017-2021 Special Regulations

Issued on 30 November 2020 as Amendment no. 9
Effective from 1 July 2021

SPECIAL REGULATIONS

PART 1, SECTION 3, PART 1 STRUCTURAL FEATURES, STABILITY

Delete the text that has been ~~struck-out~~ and insert the text that has been underlined.

3.02 WATERTIGHT INTEGRITY OF HULL

3.02.4 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 C – Model Keel and Rudder Inspection Procedure)

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3.02.5 Effective 1 January 2022: Evidence of a structural inspection in accordance with 3.02.4 within 24 months before the start of the race or after a grounding whichever is the later.

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3.02.6 Effective 1 January 2022: Inspection after Grounding – an appropriately qualified person shall conduct an internal and external inspection after each unintentional grounding.

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APPENDIX C TO PART 1

MODEL KEEL AND RUDDER INSPECTION PROCEDURE

Structural Inspection of a boat shall be completed by a qualified person both internally (may be in the water) and externally (out of the water). The purpose of this inspection is to identify and report to the Owner the condition of the keel and keel structure observed during this inspection. It is the responsibility of the Owner to undertake any repairs.

Consult the Owners’ Manual for the specific boat, steering system, and type of keel (e.g. fin, lifting, swinging, full length). Inspect in detail any high-load areas: keel attachment, keel floor, steering systems, rudder(s). Pay special attention to prior repairs, especially following groundings.

Internal Inspection: Check backing plates, bolting arrangements, sump area and keel floors for any signs of cracking, weakening, or de-laminated tabbing. Lead or lead alloy keels may require tightening of bolts to ISO

standards due to lead creeping. Inspect keel bolt nuts for corrosion. Check bolt holes for "ovalling." Visually inspect for possible de-bonding of the supporting structure.

External Inspection: Check there are no signs of stress cracks (not gelcoat cracks) around the keel attachments to hull, or movement or opening around the keel/hull interface which may allow water ingress and consequent keel bolt crevice corrosion. If in doubt, sand back bottom paint/gel coat to identify depth of crack. Check keel tip deflection to ensure immediate return and no internal concomitant movement in the keel floor. Visually check high stress regions, particularly around the forward and aft hull attachment areas of the keel, for signs of paint or gelcoat cracking or large, deep blisters, which can indicate separation and structural weakness.

Rudder/Steering system: Check bearing area for any damage/stress cracks; check rudder shaft and blade integrity, especially at any shaft joins and at upper connections to hull/deck. Undertake a tip deflection test to identify any excessive movement. If applicable, check rudder straps and gudgeons for corrosion or cracking.

Lifting and swing keels: In addition to above, check there are no significant stress cracks in structure around pins supporting the keel. Check for extensive corrosion on pins, cylinders and supporting metal structure.