

MINUTES - OFFSHORE COMMITTEE



MET AT 0930 – 1700 HOURS ON WEDNESDAY 12 NOVEMBER 2008 IN THE DOBLON ROOM, AT THE HOTEL MELIA CASTILLA, MADRID, SPAIN.

Please refer to the ISAF website, www.sailing.org for the details of the submissions on this agenda.

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Present:

Philip Tolhurst (Chairman)
Kjell Borking (Vice-Chairman)

Will Apold

Paddy Boyd

Pierre Fehlmann

Bruno Finzi (ORC Representative)

Alan Green (Int. Regulation Commission)

Maximo E. Rivero Kelly

Paul King (IRC Representative)

Patrick Lindqvist (Special Regulations Comm.)

Nils Nordenstrøm (Empirical Handicap SC)

Stuart Quarrie

Abraham Rosemberg (Oceanic Sub-Committee)

Wolfgang Schaefer

Hans Zuiderbaan

Jacques Lehn (Offshore Classes)

John Lewis (Major Oceanic Event Organisers)

Apologies:

Bruce Eissner

Ignacio Castaner de la Torre

David Lyons

Ioannis Marackoudakis

By invitation: Antony Matusch (Sailor Classification Commission)

Others Present

Simon Forbes (ISAF Offshore and Technical
Manager)

Jason Smithwick (ISAF Head of Technical and

Offshore) (part of meeting)

Henry Thorpe (ISAF Technical Coordinator)

Please refer to the ISAF Council minutes of 14th November 2008 for the final Council decision on all recommendations and opinions contained within these minutes. (An exception are the decisions on Offshore Special Regulations submissions where the Offshore Committee under Regulation 15.17.6 (c) approves Special Regulations on behalf of Council.)

1. MINUTES OF PREVIOUS MEETING

(a) Minutes

The minutes of the Offshore Committee Meeting of 7 November 2007 were noted and there were no matters arising not otherwise covered on the agenda.

OFFSHORE COMMITTEE (CONT).

2. CHAIRMAN'S REPORT

- (a) The Chairman summarised the report he would give to the Council.

3. REPORTS FROM WORKING PARTIES

- (a) Boat Tracking and Presentation

It was noted that boat tracking and presentation on websites was a fast developing area of technology. Janet Grosvenor reported that RORC had continued to use their OC tracker system which is based on short text Iridium messages. Stan Honey noted that position determination was becoming a minor issue. He had developed for the World Speed Sailing Record Council an 8MB data logger with built in GPS which can be programmed to store data such as position, speed and heading at every 300m for a global circumnavigation.

Paddy Boyd noted that tracking was also relevant to small boat events and that the Offshore Committee should make sure that they had a representative on the ISAF Technology Working Party which is chaired by Patrick Bergmans.

Janet Grosvenor was asked to produce an update paper on tracking.

- (b) Standard Parameters and Notation / Measurement Platform

The report from the Working Party was received under item 12. This would be the basis from which further work could be undertaken.

4. OFFSHORE SPECIAL REGULATIONS

In accordance with ISAF Regulation 15.17.6(c) the Offshore Committee is responsible for approving the Special Regulations on behalf of Council and the submissions are numbered "SR"

- (a) Special Regulations

Patrick Lindqvist as Chairman of the Special Regulations Sub-Committee presented his Committee's recommendations :

- (i) OSR 3.14 – Pulpits, Stanchions, Lifelines

Submission SR02-08 was received from US Sailing regarding working deck, stanchion and lifeline placement.

Recommendation from SRSC: Defer – on a unanimous vote, and ask the Equipment Control Sub Committee for advice on the wording and a definition.

Decision

Defer

OFFSHORE COMMITTEE (CONT).

(ii) **OSR 4.23 – White Hand Flares**

Submission SR03-08 was received from the Royal Yachting Association regarding requiring white hand flares. Stuart Quarrie and Paddy Boyd said that they believed that white hand flares are a useful aid in emergency situations.

Recommendation from SRSC: Reject

Decision

Reject

(iii) **OSR 4.26.4 – Storm Sails Reduction in Maximum Area**

Submission SR04-08 was received from the Norwegian Sailing Federation proposing a reduction in maximum area of storm trysail from 17.5% to 12% and for the storm jib from 5% to 3.5% from January 2010.

Recommendation from SRSC: Approve

Decision

Approved on a vote of 12 in favour.

(iv) **OSR 5.01.2– Strength of Crotch Strap and Thigh Straps for Lifejackets**

Submission SR05-08 was received from the Norwegian Sailing Federation proposing strength requirements for lifejacket crotch straps and their attachments.

Recommendation from SRSC: Reject

Decision

Reject

(v) **OSR 5.02.1– Mandatory crotch strap for Safety Harness**

Submission SR06-08 was received from the Norwegian Sailing Federation proposing strength requirements for safety harness crotch straps and their attachments.

Recommendation from SRSC: Defer to a working party (to be led by Alan Green)

Decision

Defer

(vi) **OSR 5.07– Editorial Amendment to the ISO Standard Reference**

Submission SR07-08 was received from the Chairman of Offshore Committee

Recommendation from SRSC: Approve

Decision

Approve

(vii) **OSR 4.04 – Man Overboard Prevention and Recovery Aid**

Submission SR08-08 was received from the Chairman of Offshore Committee regarding avoiding dragging a crew tethered on a 2m

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harness behind a yacht.

Recommendation from SRSC: Reject amendment to 4.04(vi) and approve the amendment to appendix G

Decision

Reject amendment to 4.04(vi) and approve the amendment to Appendix G.

(viii) OSR 6.05 – First Aid Training Requirements – ‘Housekeeping’

Submission SR09-08 was received from Royal Yachting Association to relocate first aid training requirements within the regulations.

Recommendation from SRSC: Approve effective from Jan 2010

Decision

Approve

(ix) OSR Appendix K – Boat Condition for the Calculation of Stability

Submission SR10-08 was received from Royal Yachting Association regarding the mandatory inclusion of deck houses in stability data.

Recommendation from SRSC: Approve effective from 1 January 2009

Decision

Approve

(x) OSR Appendix K – General Standards for Assessment of ISO Category

Submission SR11-08 was received from Royal Yachting Association.

Recommendation from SRSC: Approve effective from 1 January 2009.

Decision

Approve

(xi) OSR Appendix K – General Modifications

Submission SR12-08 was received from US Sailing. There were three parts to the submission. The first two were not approved as the issues had already been covered by SR10-08 and SR11-08. The third item regarding the mainsail area to be used in the knockdown recovery factor was debated.

Recommendation from SRSC: Approve only the modification to 1.3 knockdown recovery factor (first two amendments are covered by SR10 and SR11-08)

Decision

Approve, only modification to Appendix K, 1.3 knockdown recovery factor.

(xii) OSR 3.03 – Hull Construction Standards

The Special Regulations sub-committee received a report from a working party and also submission SR01-08. The Sub-Committee had

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approved the submission after deleting reference to 'ISAF build plan review' and 'certificates of ISAF build plan review' in favour of 'notified bodies recognized by ISAF'. Bruno Finzi asked how ISAF would recognize Notified Bodies. Jason Smithwick proposed that this would be by asking all Notified Bodies and considering their experience with yacht structures. Alan Green questioned whether there could be any chance of designers receiving different interpretations. Jason Smithwick responded that the notified bodies would, for example, be using steel strength as specified in the ISO standard.

Alan Green asked whether the working party had considered the concerns raised by Yachting Australia at the last meeting particularly regarding keels and past interpretation of the ABS requirements. Jason Smithwick said a press release had been issued. It was agreed to ask the working party to investigate if ISAF should take any further action.

Recommendation from SRSC: Approve as amended in SRSC recommendations Appendix.

Decision

Approve, as amended by SRSC.

(xiii) OSR 3.29 – Class B - A.I.S. Transponders

Deferred Submission SR09-07 was received from Royal Yachting Association

Recommendation from SRSC: Approve with amendments and effective from January 2010.

Alan Green proposed that the specific reference to Type 'B' be removed as a boat fitted with Type 'A' would also be acceptable.

Will Apold noted that it was possible for a ship to filter out Class B transmissions.

Decision

Approve as amended:

From 1 January 2010 Add new paragraph 3.29.1 (n) and (o) as follows:

n) An AIS Transponder

MoMu1,2

o) An AIS Transponder is recommended

MoMu3

(xiv) OSR Interpretation 1 – Hatches

Submission SR28-07 was received to incorporate previous interpretation Number 1 dated January 2003.

Recommendation from SRSC: Approve

Decision

Approved

(xv) OSR Interpretation 3 – Engines

Submission SR30-07 was received to incorporate previous interpretation No 3/2004.

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Recommendation from SRSC:Approve

Decision

Approved

(xvi) **OSR Interpretation 4 – Watertight Bulkheads**

Submission SR31-07 was received to incorporate previous interpretation 4/2004

Recommendation from SRSC:Approve

Decision

Approved

(xvii) **OSR Interpretation 5 – Liferafts**

Submission SR32-07 was received to incorporate a previous interpretation 24 June 2005.

Recommendation from SRSC:Approve

Decision

Approved

(xviii) **OSR Interpretation 6 - Lifelines, Pulpits and Stanchions**

Submission SR33-07 was received to incorporate a previous interpretation.

Recommendation from SRSC:Approve

The Committee proposed editorial amendments.

Decision

Approved, amended as follows:

“Lifelines shall be continuous and fixed only at (or near) the bow and stern. However a bona fide gate is permitted in the lifelines on each side of a yacht. Except at its end fittings, the movement of a lifeline in a fore-and-aft direction shall not be constrained. Temporary sleeving in 3.14.6 (a) shall not modify tension in the lifeline.

(xix) **OSR 3.08.3 – Companionway Sill Heights**

Submission SR34-07 was received regarding harmonisation with ISO standards.

Recommendation from SRSC:Approve

Decision

Approved effective 1 January 2009

(xx) **OSR 3.08.2 – Windows in Superstructure**

Submission SR35-07 was received regarding harmonisation with ISO

OFFSHORE COMMITTEE (CONT).

standards.

Recommendation from SRSC: Approve

Decision

Approved effective 1 January 2009

(xxi) OSR 3.08.3 – Cockpit Volumes

Submission SR36-07 was received from the Chairman of the Offshore Committee. Although there was a wish that the Special Regulations should not be type-forming in design, representatives of the TP 52 Class and the IRC Rating Rule advised that new racing designs would go for significantly larger cockpits if this submission was approved.

Recommendation from SRSC: Reject

Decision

Reject

(xxii) OSR 3.08.3 – Companionway Hatch Sill Heights (Multihulls)

Submission SR13-08 was received regarding harmonisation with ISO standards.

Recommendation from SRSC: Approve

Decision

Approved effective 1 January 2009

(xxiii) OSR 4.05 – Fire extinguishers – See Item 13(a)

Although not based on a submission the SRSC had proposed to introduce a new 4.05.4:

“Fire Extinguishers, at least two, of minimum 2kgs each of dry powder or equivalent.

Category 3 – Effective 1 January 2009.”

(b) Administration of Offshore Special Regulations – Submission 124-08

Submission 124-08 was received from the Chairman of the Offshore Committee regarding an ISAF regulation on the administration of the Offshore Special Regulations.

The Committee agreed that ORC and IRC should be entitled to make submissions and that 36.1.3 was not needed.

Recommendation to Council: Approve with the following amendment

Amend to allow "IRC and ORC" (submissions)

*36.2.1 No changes to special regulations shall, ~~after 2009~~ **after 31 December 2009**, become effective until 2012 except as provided in ~~regulation 1.2.~~*

Regulation 36.1.2

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36.2.2 Proposals for changes and formal submissions may be made by any member of the Special Regulations Sub-Committee, any member of the Offshore Committee (through the Chairman of the Offshore Committee), International or Recognised Rating Systems or any Member National Authority. Submissions and proposals should be lodged with the Secretariat of ISAF at least six weeks before any meeting of the Special Regulations Sub-Committee, and shall then immediately be distributed to members thereof who shall, by e-mail and any other means that the Chairman thereof deems appropriate, convene working parties to consider the various proposals and submissions.

Delete 36.1.3

- (c) Standard Format for Stability Data and Construction Criteria on Offshore Rating Certificates – Submission 035-08

Submission 035-08 was received from the Executive Committee (on behalf of the Chairman of the International Regulations Commission) regarding a standard format for stability data and construction criteria on all offshore rating certificates

Opinion: Defer

Form a working party consisting of IRC, ORC and US Sailing to consider the problem

5. ISAF RACING RULES

- (a) RRS Appendix J, K and L – Submission 238-07

It was reported that submission 238-07 was withdrawn. However it was noted that this submission from the Chairman of the Equipment Committee proposing that RRS Appendix J, K, L - Notice of Race, Sailing Instructions – Guides include more reference to safety requirements was still an area of concern. Alan Green observed that the current RRS guides to Notice of Race and Sailing Instructions were more tailored to day sailing regattas and difficult to reconcile with offshore documentation. Bruno Finzi noted that the ORC publish a Green Book incorporating standard Notice of Race and Sailing Instructions for Offshore Races.

- (b) Racing Rule of Sailing 50.4 - Headsail Definition – Submission 148-08

Submission 148-08 from the Flying Dutchman Class regarding RRS 50.4 was received. It was noted that the ORC rating rules and IRC rating rules delete RRS 50.4 and that there is a Royal Yachting Association RRS prescription on this. Nils Nordenstrøm observed that the ERS 2009-2012 define a spinnaker as a headsail.

Opinion: Reject

The issue highlighted is a real one but the solution needs a review. It is suggested to create a working party which should include representation

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from the offshore committee.

6. ISAF OFFSHORE TEAM RACING WORLD CHAMPIONSHIPS

Bruno Finzi reported on the 2008 event held in Porto Cervo, (ITA) from the 16 - 21 June using the Farr 40, Swan 45 and TP52 class. There were five national teams with Spain winning. Plans are being made for the next event in 2010 with the thought that they might drop one of the current one design classes in favour of a rated class, because the one designs all have there own circuits and it is difficult to co-ordinate their dates. A proposal would be made for the Mid-Year meeting 2009.

7. ISAF REGULATION 26 – ISAF CLASS STATUS

- (a) Obtaining Designation as an International or Recognized Class
- Submission 071-08

Submission 071-08 was received from US Sailing regarding requiring ISAF Offshore Special Regulations compliance for yacht classes obtaining designation as an ISAF Class.

Dan Nowlan from US Sailing explained that the submission had arisen from an incident in the Melges 32 class where the spectra guard rails had failed. The proposal was that all offshore classes must comply with the Offshore Special Regulations when applying for ISAF Class designation. The committee considered that the wording of the submission had unintended consequences

Opinion: Reject

8. CLASS APPLICATIONS FOR ISAF STATUS

- (a) X-41

The application from the X-41 Class Association was considered regarding obtaining ISAF recognised class status. In respect of the Class constitution it was hoped that an independent owners association could be established soon. The Chairman of the Classification Commission advised that he would like to improve the wording in the class rules relating to sailor classification. In response to a question it was noted that only one keel and sail plan are permitted.

Recommendation to Council - Approve

Approve subject to the resolution of the class constitution and class rules issues and signing of the ISAF Classes agreement.

- (b) Melges 32 Class

The application from the Melges 32 Class Association was considered regarding obtaining ISAF recognised class status. It was noted that some items in the class rules are in conflict with the RRS and that the spectra lifeline material is not in accordance with the Offshore Special Regulations.

Recommendation to Council - Approve

Subject to the resolution of outstanding class rules issues (such as RRS,

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Championship Rules) and signing of the ISAF Classes agreement. It is also recommended the class consider changing the lifeline material.

(c) **International Maxi Class Association**

The application from the Maxi Class Association was considered regarding obtaining ISAF international class status.

The Chairman reported that the ISAF Executive welcomed the application, but that there were a number of issues to be resolved, including Regulation 28.3 relating to a World Championship using the IRC rule. It had been proposed to hold a meeting after this conference with the Class and relevant Chairmen to progress matters.

Recommendation to Council – Defer

9. OCEANIC CONCORDAT

- (a) The Chairman reported that he had a meeting with Jacques Lehn, IMOCA Class, oceanic competitors and ISAF Secretary General in July at the ISAF offices to progress the idea of an Oceanic Concordat.

Jacques Lehn felt that the oceanic event organisers would welcome support from ISAF but noted that so far there had been no real relationships between them and ISAF (with the exception of the Volvo Ocean race). He reported that he had recently attended the start of the Vendee Globe and that the tremendous interest in the event is a major promotion of the sport of sailing. He noted that 735,000 people had visited the race village and 300,000 watched the boats leave the harbour for the start. He noted that Alain Gautier had been appointed Safety Officer for the event and would ask him to provide a report after the event.

The Chairman felt that it was very important for ISAF to meet and interact with stakeholders of oceanic racing.

10. ISAF REGULATION

- (a) **Offshore Racing - Regulation 18.7 – Submission 033-08**

Submission 033-08 from the Executive Committee was considered regarding updating the regulations concerning IMS to reflect ORCi.

The Committee were advised that the submission had been withdrawn by the Executive Committee.

- (b) **ORC Limited - Regulation 29.1 – Submission 034-08**

To consider submission 034-08 from the Executive Committee about ORC recognition updating to reflect the changes in classes managed by ORC and to make a recommendation to Council.

Opinion: Approve whilst retaining reference to IOR

- (c) **Constitution and Terms of Reference of the Oceanic and Offshore Committee –**

OFFSHORE COMMITTEE (CONT).

Submission 125-08

Submission 125-08 was received from the Chairman of Offshore Committee about incorporating the Terms of Reference of the Oceanic Sub-committee within an Oceanic and Offshore Committee.

Paul King proposed that the current representation of nominees of the two rating systems be retained in the new Oceanic and Offshore Committee. On the basis that they directly deal with over 14,000 boat owners with ratings.

Alan Green seconded this proposal and was supported by Bruno Finzi.

Will Apold noted that Vice President Dave Irish had explained to the Oceanic Sub-Committee that the Executive Committee were not in favour of nominees from class or rating systems having direct representation on the Oceanic and Offshore Committee. The Chairman noted that there was a view from the Executive that Rating Systems could be considered like classes.

Hans Zuiderbaan said he was very disappointed with the behaviour of the Executive Committee after so much work had been done prior to November 2004 to create an Offshore Committee structure which was not based just on MNA representation.

Stuart Quarrie was concerned at giving away the current right of representation from IRC and ORC.

Abe Rosenberg proposed that the number of the committee should be increased by two to account for the IRC and ORC nominees.

The Chairman concluded the discussion by saying he had the sense of the meeting, but he did not want to jeopardise the concept by trying to push it through now. He would also have to consult with the Executive and Constitution Committee to ascertain if it was politically or legally possible at this time. This view was endorsed by Paddy Boyd.

Abe Rosenberg presented the recommendations of the Oceanic Sub-Committee which were to broaden the composition of the oceanic panel, and to make 15.7.5 less restrictive.

Recommendation to Council: Approve with the following amendments (if possible):

15.17.2. The Committee shall consist of a Chairman, a Vice Chairman, **the Chairmen of its sub-committees and not more than 14 other** ~~and the number of~~ members that shall be appointed by Council from time to time as provided by Article 59 **and two members representing international and recognised rating systems (IRC & ORC)**

Members shall have expertise in Offshore or Oceanic racing and sailing, and shall have relevant experience and current involvement in such racing or its administration. The Chairmen of the International Regulations and Sailor Classification Commissions shall also be members of the committee.

15.17.4 The Chairman of the committee shall appoint a group ~~of the committee's members~~ to work with the secretariat as the Oceanic Panel.

15.17.5. The Chairman shall appoint the members of groups or working parties to liaise with **relevant organisations such as** Offshore Classes, rating systems and cruising groups and clubs

OFFSHORE COMMITTEE (CONT).

15.17.6 (b): “Promote ~~Oceanic Offshore~~ and Offshore ~~Oceanic~~ racing and cruising throughout the world.”

11. ISAF REGULATION 20 - ADVERTISING CODE

(a) Advertising Code - Submission 038-08

Submission 038-08 from the Executive Committee was received regarding a revised ISAF advertising code. The Chairman advised that amendments had been proposed to the submission which included housekeeping of definitions relevant to RRS, clarifications and issues concerning windsurfing.

Max Riviero Kelly proposed that 20.4.1.1 be amended to address the issue of stimulants.

Stuart Quarrie expressed concern regarding the new possibility of ‘ambush advertising’. He felt this could be the effect of the principle of class advertising on the requirement in 20.7.1 that an organising authority may not reject or cancel the entry because of a conflict of advertising with the event sponsor. He felt that events could tolerate individual entries with personal advertising in conflict with the event sponsor but to have a whole class with class advertising in conflict with the event sponsor would not be acceptable to the event sponsor.

A representative from the Yacht Club Costa Smeralda highlighted problems encountered when the Swan 45 class adopted Peroni beer at a Heineken sponsored regatta..

Rob Weiland from the TP52 class felt that one of the three areas assigned to event organisers advertising should be given to the class sponsor advertising.

Opinion: Approve the comments would be referred to the Working Party.

12. STANDARD PARAMETERS AND NOTATION FOR DESCRIPTION OF BOATS

Nils Nordenstrøm and Kjell Borking presented a paper from the working party.

This document should be used as a menu of definitions to be combined and used wherever it is practical. It was hoped it can create common notations and definitions across all measurement systems and class rules to simplify life for designers, producers, measurers, boat owners and sailors in general.

The working party were congratulated on their work, though they were urged not to let their document look too similar to the Equipment Rules of Sailing. Mike Urwin advised that IRC currently uses Section G and H of the ERS and plan to adopt the whole of the ERS in 2010.

It was proposed to seek comments, get rating systems to consider implementation and eventually get manufacturers to adopt the definitions.

13. REPORTS & OPINIONS OF OFFSHORE COMMITTEE SUB-COMMITTEES

(a) Special Regulations Sub-Committee

A report was received from the Chairman of the Special Regulations Sub-Committee not based on submissions.

Patrick Lindquist reported that Sten Edholm had highlighted to his Sub-Committee a recent accident which highlighted the need for a minimum weight specification of 2kg for fire extinguishers and that these should be dry powder. His Sub-Committee had agreed to this recommendation.

Decision

Approve for Categories 1,2,3 effective 1 January 2009.

(b) Oceanic Sub-Committee

Abe Rosenberg reported that the Oceanic Sub-Committee recommended the following regarding the 'panel' proposed in 15.17.4 Submission 125-08:

(i) Formation of the Panel

Concerns were raised that the panel really must have direct involvement from as many major race organisers as possible combined with the specialist oceanic classes. Broader experience than just the 'professionally managed' events should be represented on the panel.

(ii) Panels Terms of Reference

In order to provide a service to the oceanic event organisers, ISAF and the panel are encouraged to address the following issues:

- Address significant issues that ISAF typically have shied away from such as short-handed watch keeping practice in relation to international collision regulations.
- Search and rescue organisations concerns
- Share experience and promotion of best practice
- Grading of oceanic events
- Standard practice for race organisers regarding Areas To Be Avoided, Exclusion Zones and Traffic Separation Schemes.

It was further proposed that ISAF should maintain a publicly available database on oceanic and offshore incidents. Dan Nowlan from US Sailing reported that in the US there is a database of rescue incidents relating to the Arthur B Hanson Trust awards. There also an online report form which any yacht retiring from US Sailing offshore races is asked to complete. It was recommended that a system be developed so that feedback regarding safety could be received from major events.

Alan Green proposed that there should be an Offshore Special Regulations appendix for single-handed races.

OFFSHORE COMMITTEE (CONT).

(c) Empirical Handicap Sub-Committee

Nils Nordenstrøm gave a report from the Chairman of the Empirical Handicap Sub-Committee. The two main areas of work were a standard file of parameters for exchange of data between handicappers, and a proposal for a standard file that should be supplied by boat producers to describe their boats in sufficient detail for handicapping purposes.

14. INTERNATIONAL REGULATIONS COMMISSION

Alan Green reported on the International Regulations Commission meeting held earlier in the week.

Issues addressed had been environmental issues such as transfer of alien species in ballast water and on vessel hulls, antifouling coating restrictions, security of non-Solas vessels, the Italian Government's submission on amending the COLREGS, availability of ISO Standards, collisions with drifting shipping containers, liferaft servicing, avoidance of cetaceans (whales) and exclusion zones around windfarms.

Paddy Boyd commented that he noticed from his attendance at IMO meetings over a number of years that ISAF had come to be well regarded at IMO and that this is particularly due to the efforts of Alan Green. ISAF and sailors worldwide owe him a debt of gratitude for his work on their behalf.

15. REPORTS FROM HANDICAP SYSTEMS

To receive reports from International / Recognized Handicap Systems

(a) ORC International (formally IMS) and ORC Club

Bruno Finzi presented a report from the Offshore Racing Congress. The total number of certificates in 2008 was anticipated to reach 7,500. The GP42 Class held a circuit with six events and a dozen boats. GP33 currently has two boats sailing. GP26 has several boats sailing in Argentina and a few in Russia. There has been some demand to continue racing under the IOR rule in Italy and Russia. Bruno also highlighted developments in optical hull measurement equipment which could replace IMS measurement machines and were commercially available for short-term lease.

(b) IRC Rating Rule

Paul King presented a report from the International IRC Owners' Association. At the end of 2007 there were 7355 boats with certificates, an increase of 7.5% over the previous year. 23 countries had more than 25 certificated boats. An IRC Congress was held in October 2008 with representatives from 17 national fleets. Amendments to the rule were presented which included harmonisation with Equipment Rules of Sailing and adjustment of definitions of forestay length and base of foretriangle to account for Code Zero-type sails.

16. ISAF SAILOR CLASSIFICATION CODE

(a) Anthony Matusch gave a verbal report as Chairman of the ISAF Classification

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Commission.

The ISAF Classification Code has around 19,000 classifications and has been used in 21 Nations and 9 Major Events. The Code was also being used for Corinthian divisions within events.

Two changes are being considered:

- (i) Eliminating Group 2 was under consideration, Paddy Boyd was concerned regarding the re-classification of the 'the 'non-performance-enhancing professional '. Antony noted that of the 600 Group 2 sailors, 500 would probably be re-classified to Group 1.
- (ii) The difference between classification of boat owners who charter their boat and race on it as a crew and those that steer it.

The Code and Q and As have now been translated into German and will soon be on the ISAF website. A Guide containing examples is being produced and will be published on the ISAF website for classes, juries, event organisers.

(b) Submission 025-08 and 026-08

It was noted that Submissions 025-08 and 026-08 had been withdrawn.

(c) Classification Code Competitor Classifications – Submission 027-08

Submission 027-08 from the Executive Committee was noted regarding clarifying the wording of 'paid services'. Antony Matusch explained that there had been some further improvements to the wording from the constitution committee.

Opinion: Support

(d) ISAF Sailor Classification Code - Protest Grounds and Procedure – Submission 028-08

Submission 028-08 from the Executive Committee was noted regarding protest grounds and procedures.

Opinion: Support

17. ANNUAL REPORT

The Chairman gave a verbal summary of his proposed report to the ISAF Council meeting of 13 November 2008 on the activities of the Offshore Committee for the period 1 January 2008 to date.

18. REVIEW OF OFFSHORE CLASSES

(a) Review of ISAF Classes

A summary of class annual reports of offshore classes was noted.

19. ANY OTHER BUSINESS

(a) Certificates of Recognition

Vice-President Dave Irish presented Certificates of Recognition to the Committee Members.

OFFSHORE COMMITTEE (CONT).

There being no further business the Chairman concluded the meeting at 1702 by saying it had been a pleasure and an honour to work with the Committee over the past four years