



**The Oceanic and Offshore Committee met at 09:30 – 16:30 hours
on 9 November 2011 at the Caribe Hilton Hotel, San Juan, Puerto Rico.**

Please refer to the ISAF website www.sailing.org for the details of the submissions referred to in these minutes.

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Present:

Jacques Lehn (FRA)– Chairman

Hans Zuiderbaan(NED)– Vice Chairman

Will Apold (CAN)

Paddy Boyd (IRL/CAN)

Stuart Carruthers (International Regulations)

Pierre Fehlmann (SUI)

Bruno Finzi (ITA)

Janet Grosvenor (GBR)

Eva Holmsten (SWE)

Stan Honey (USA)

Noboru Kobayashi (JPN)

Patrick Lindqvist (Special Regulations SC)

Antony Matusch (Classification Commission)

Nils Nordenstrom (Empirical Handicap SC)

Abraham Rosemberg (BRA)

Wolfgang Schaefer (GER)

David Irish – (Vice-President)

Apologies:

Adrienne Cahalan (AUS)

Ioannis Maragoudakis (GRE)

Maximo Rivero Kelly (ARG)

Not Present:

Emigdio Bedia Fernandez (ESP)

Also in Attendance:

Jason Smithwick (Head of Technical & Offshore Dept)

Simon Forbes Technical & Offshore Manager

Henry Thorpe Technical & Offshore Co-ordinator

1. Opening of the Meeting

The Chairman opened the meeting and welcomed the committee members and observers.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Offshore Committee meeting of 10 November 2010 were noted and signed as a true record.

- (b) Minutes – There were no matters arising not otherwise covered on the agenda.

3. Chairman's Report

The Chairman reported on activity during the year. (See Appendix 1).

(a) Offshore Special Regulations

- i) Offshore Special Regulations Plan Review scheme – The ISAF initiative of structural plan review of offshore sailing yachts has been developing with certificates issued to 15 custom and 9 production yachts.

Bruno Finzi asked what costs were involved in the ISAF Plan Review. Jason Smithwick explained that the payment to ISAF was £50 for custom boats and £250 for production boats. For a 40ft yacht the Notified Body would charge around €2,500 and for a bigger, complicated yacht, the charge might be €5,000 - €7,500.

- ii) The on-line presentation of the OSR has been developed for implementation with the new document early in 2012.
- iii) In January 2010 the Offshore Special Regulations permitted dyneema rope lifelines as an alternative to stainless steel wire; however, the racing rules prohibit hiking from lifelines not made of wire. In attempting to harmonize the Special Regulations and the RRS, there is a Special Regulations submission to adopt best practice regarding Dyneema/Spectra. There is also a submission to amend the Racing Rules, made jointly with the Racing Rules Committee Chairman.

(b) Relations to oceanic racing world

Two meetings were held during the year with major oceanic event organisers, in Cascais 13 December 2010 and Paris on 14 June 2011. (More details and explanations under Item 13 and Appendix 1.)

(c) Recognised Rating Systems

This item was covered under Item 4.

4. Reports from Working Parties

ORC/IRC

Bruno Finzi reported that the Offshore Racing Congress (ORC) remain fully committed to working towards 'one world, one rule'. In early November 2011, ORC, Royal Ocean Racing Club (RORC) and Union Nationale pour la Course au Large (UNCL) issued the following joint statement :

"We remain in agreement concerning the overall strategy to bring our organizations and offshore rating rules together.

Progress has been slower than we would have liked but the two organizations have remained in close communication through the five of us* on the original Steering Group. *(Andrew McIrvine (RORC), Marc de Saint Denis (UNCL), Chris Little (RORC), Bruno Finzi (ORC), Wolfgang Schaeffer (ORC).

The main delay has been because of the complexity of amalgamating the structure and finances of IRC. Until now IRC has been run in cooperation but separately with offices in France and UK. Different parts of the world were dealt with by one office or the other. The aim has been to combine these two completely but there have been complications in the detail mainly relating to different tax laws between

UK and France. These problems are nearly settled and we then intend to continue our negotiations as one united organization (IRC) with another (ORC).

The two rating systems have become closer than we were.

The two rating systems control the majority of offshore racing around the world, undoubtedly helped by ISAF recognition.

Our vision is that one joint organization will be formed encompassing both existing rules, which we will run in parallel for a time as we approach consensus.

These negotiations will be continued by the existing representatives from IRC and ORC, who will schedule a series of meetings during next year to define the structure and the operating procedures of the new company.

ORC and IRC are confident that the new company will be established and fully operational prior to the next November [2012] ISAF / ORC conference in Dublin.

Paddy Boyd asked whether the envisioned plans would encompass 'grand prix' level as well as entry level racing. Bruno Finzi responded that the first step was one merged structure for the rating organization, the solutions will follow later on.

5. ISAF Regulations

(a) Class World Championship Regulations 10 and 25

Submission 051-11 was noted from the Chairmen of the Equipment Committee and the Events Committee on a restructure of Regulations 10 & 25 regarding Class World Championships and requirements for status.

Bruno Finzi questioned whether the requirement in the table of 10.2.1 (e) for boats over 15m length to have two or more boats in each MNA was too onerous.

Jason Smithwick explained that the submission reflected the current numerical requirements and that if these are to be changed, a submission next year could be made.

On a proposal by Abe Rosemberg, seconded by Bruno Finzi and a vote of 14 in favour, 2 abstentions and 0 against the submission was supported.

Opinion: Approve

(b) International Measurers for Rating Systems – Regulation 31.13

i) Deferred submissions were noted, 141-10 from the RYA and 142-10 from the IRC Owners Association, regarding appointment of International Measurers for Rating Systems. It was reported that Submission 142-10 had been withdrawn.

ii) A report was noted from the working party of Ken Kershaw (Chairman), James Dadd, Boris Hepp and Nicola Sironi. Ken Kershaw commented on the report.

Submission 142-10 was proposed by Will Apold, seconded by Stan Honey, there was a vote of 14 in favour, 2 abstentions and 0 against.

Opinion: Approve

6. Racing Rules of Sailing

(a) Submission 157-11 was noted from the Chairman of the Racing Rules Committee on 'RRS 41- Outside Help'

Oceanic and Offshore Committee (cont.)

On a proposal by Paddy Boyd, seconded by Eva Holmsten there was a vote of 16 in favour, 0 abstentions, 0 against.

Opinion: Approve

- (b) Submission 162-11 was noted from the Royal Yachting Association on 'RRS 48 – Fog Signals and Lights' regarding Traffic Separation Schemes.

It was noted that the Racing Rules Committee had proposed minor amendments.

On a proposal by Janet Grosvenor, seconded by Stuart Carruthers there was a unanimous vote to approve as amended by Racing Rules Committee.

Opinion: Approve

- (c) Submission 163-11 was noted from the Deutscher Segler-Verband on 'RRS 49.2 Crew Position' – regarding lifeline material.

It was proposed by Will Apold, seconded by Patrick Lindqvist to have a merged vote to reject 163-11 in favour of 164-11, and to support 164-11 as amended below. The proposal was approved on a vote of 15 in favour and 1 abstention.

Opinion: Reject

The Oceanic and Offshore Committee supports amended submission 164-11 in favour of 163-11.

- (d) Submission 164-11 was noted from the Chairmen of the Racing Rules and Oceanic and Offshore Committees on 'RRS 49.2 Crew Position' – regarding lifeline material.

It was noted that Racing Rules Committee approved the submission with amendments. Paddy Boyd highlighted that class rules may change RRS 49.

Opinion: Approve with the following amendments (same as Racing Rules Committee amendments)

49.2 “ When lifelines are required by the class rules or the sailing instructions, **they shall be taut, and** competitors shall not position any part of their torsos outside them, except briefly to perform a necessary task. On boats equipped with upper and lower lifelines ~~of wire~~, a competitor sitting on the deck facing outboard with his waist inside the lower lifeline may have the upper part of his body outside the upper lifeline. **If the class rules do not specify the material or minimum diameter of lifelines, lifelines shall comply with the rules in the ISAF Offshore Special Regulations that specify the material, minimum diameter and tautness of lifelines.**

Note: The ISAF Offshore Special Regulations are available at the ISAF website (www.sailing.org). “

- (e) Submission 165-11 was noted from the Chairman of the Racing Rules on 'RRS 50.3 – Use of Outriggers'.

On a proposal by Paddy Boyd, seconded by Bruno Finzi the submission was approved on a vote of 15 in favour, 1 abstention and none against.

Opinion: Approve

- (f) Submission 166-11 was noted from the Chairman of the Racing Rules on 'RRS 50.4 – Headsails'. (see related Equipment Rules of Sailing (ERS) submission 166-11 - item 14(u))

Bruno Finzi noted that the current ERS deliberately do not define a distinction between a jib and a spinnaker. ORC use a formulation which permits 'Code Zero' sails and

some of the related submissions would mean that a 'Code Zero' sail would be treated as a jib by the rating rule and this would have a bad effect. ORC would need to throw away the current formulation or make an exception to the ERS which ORC would prefer not to make.

As an observer, Mike Urwin noted that an amendment had been proposed by Equipment Committee / Racing Rules Committee to limit the definition to RRS 50, 54 and Appendix G and with these amendments the submission had the support of IRC Rating System.

Nils Nordenstrom felt that the definition should be left to class rules as many permit spinnakers with mid-width between 50% and 75% of foot length.

Mike Urwin clarified that the reason for the submission is that many classes have a headsail with some headwidth and this means they do not comply with the: 'no other intermediate girth exceeds a percentage similarly proportional to its distance from the head of the sail', and that this rule has to be amended by their class rules.

Stan Honey felt it was correct to amend this old rule, and that classes would still be able to amend revised racing rule 50.4.

There was a vote to reject submission 075-11 in favour of submission 166-11 Proposal 1 amended as below and to reject 166-11 proposal 2. On a proposal by Abraham Rosemberg, seconded by Stan Honey the motion was approved with 14 in favour, 2 abstentions and 0 against.

Opinion: Approve with the following amendment (same as Equipment and Racing Rules Committee's amendments):

50.4 Headsail

For the purpose of Rule 50, 54 and Appendix G the difference between a headsail and a spinnaker is that the **width** ~~mid-girth~~ of a headsail, measured **between** ~~from the midpoints~~ ~~mid-points~~ of its luff and leech, **is less than does not exceed 75% 50%** of the length of its foot, ~~and no other intermediate girth exceeds a percentage similarly proportional to its distance from the head of the sail.~~ A sail tacked down behind the foremost mast is not a headsail.

- (g) Submission 167-11 was noted from the Chairman of the Racing Rules on 'RRS 52 – Manual Power'.

On a proposal by Paddy Boyd, seconded by Stan Honey the submission was approved on a vote of 15 in favour, 1 abstention, 0 against.

Opinion: Approve

- (h) Submission 177-11 was noted from the Chairman of the Racing Rules on 'RRS 78.2 – Compliance with Class Rules; Certificates'.

On a proposal by Nils Nordenstrom, seconded by Wolfgang Schaefer the submission was approved on a vote of 16 in favour, 0 abstained and 0 against.

Opinion: Approve

- (i) Submission 262-11 was noted from US Sailing regarding a New Case regarding Rating or Measurement Certificates.

On a proposal by Stan Honey, seconded by Abraham Rosemberg there was a vote of 7 in favour, 8 abstentions and 1 against.

Opinion: Approve

7. Reports from Rating Systems

(a) ORC International and ORC Club

Bruno Finzi presented a report and highlighted that the ORC Rating Rules were being used in 42 countries on 5 continents, via 33 established rating offices. Today there are 2,298 ORC International certificates and 4,922 ORC Club certificates as at 1/11/2011.

The ORC International World Championship 2011 was held from 18 – 25 June 2011 in Cres, Croatia. A record number of 119 boats were on the entry list coming from 16 countries and 2 continents.

An innovation called ORC Sailor Services has been introduced which allows on line access to the ORC Database of nearly 55,000 rating certificates, and to then edit the measurement file and to process new test certificates under the current Velocity Prediction Program (VPP).

21 ORC submissions had been considered and decisions will be published on www.orc.org

(b) IRC Rating Rule

Janet Grosvenor spoke to a report by Peter Wykeham-Martin, Chairman of the IRC Owners Association. The International IRC Owners Congress meeting had been held 15/16 October with 19 national fleets represented. There were a total of 6189 certified boats as of 31/8/11. At that date, 25 countries had 25 or more boats with a likelihood of a further 3 countries by the end of the year. The technical amendments to the IRC Rule for 2012 are on www.ircrating.org.

8. Advertising Code – Regulation 20

(a) Submission 09-11 was noted from the Executive Committee regarding a revision of the Advertising Code – Regulation 20.2.3.1 – Right to display advertising.

On a proposal by Abraham Rosemberg, seconded by Eva Holmsten and a vote of 14 in favour, 2 abstention and 1 against the submission was approved.

Opinion: Approve

(b) It was noted that Submission 10-11 from the International Dragon Association regarding the Advertising Code had been withdrawn.

(c) Submission 11-11 was noted from the Executive Committee regarding a revision of the Advertising Code – Regulation 20.7.1 Manufacturers Marks.

On a proposal by Bruno Finzi and seconded by Wolfgang Schaefer the submission was approved with a vote of 15 in favour, 1 abstention and 0 against.

Opinion: Approve

(d) To note submission 12-11 from the Executive Committee regarding a revision of the Advertising Code – Regulation 20 – Table 1 – Event Advertising.

On a proposal by Bruno Finzi and seconded by Abraham Rosemberg the submission was approved with a vote of 14 in favour, 2 abstentions and 0 against.

Opinion: Approve

9. Offshore Special Regulations

- (a) The Committee received the Offshore Special Regulations Sub-committee agenda and supporting papers.
- (b) Submission 126-11 was received from the Chairman of the Oceanic and Offshore Committee regarding ISAF Regulation 30.2.1 and the revision schedule of the Offshore Special Regulations after 2012.

Recommendation to the Oceanic and Offshore Committee: Approve

Recommendation to Council: Approve

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

Recommendations were received from the Special Regulations Sub-committee on 'SR' submissions.

The Chairman recommended the following decisions on 'SR' Submissions be made 'on block'. On the request of Nils Nordenstrom, the Special Regulations Sub-committee recommendation on SR41-11 was removed from the recommendations approved 'on block' and the submission was reviewed separately by the Oceanic and Offshore Committee. On a proposal by Will Apold, seconded by Abe Rosemberg the following decisions were unanimously approved (except SR41-11):

- (c) OSR 3.03 and Appendix M – Hull Construction Standards

Submission SR01-11 was received from the Chairman of the Special Regulation Sub-committee to clarify age, series date and Classification Societies for yachts over 24m.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendments:

3.03.1 (a) first bullet point, amend to read:

*"been designed, built and **maintained** in accordance with the requirements of ISO12215 Category A"*

3.03.1 (b) first bullet point, amend to read:

*"been designed, built and **maintained** in accordance with the requirements of a Classification Society recognized by ISAF"*

(effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approved

- (d) OSR 3.03 – Hull Construction Standards

Submission SR02-11 was received from US Sailing to clarify the requirements for boats over 24 metres in regards to scantlings.

Withdrawn by US Sailing.

- (e) OSR 3.06 - Define the Dimensions of Monohull Exits

Submission SR03-11 was received from Yachting Australia to define the dimensions of exits for all new boats.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendments:

“ (ii) When first launched on or after January **2014** have a **hatch with the following minimum clear openings in compliance with ISO 9094:**

1. Circular shape: diameter 450mm;
2. Any other shape: minimum dimension of 380mm and minimum area of 0.18m^2 . The dimension must be large enough to allow for a 380mm diameter circle to be inscribed.

The measurement of the minimum clear opening is illustrated in Figure 1.

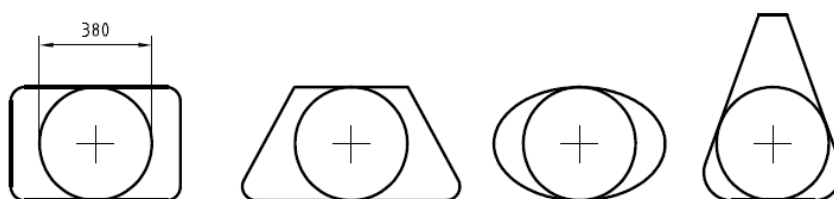


Figure 1 — Measurement of minimum clear opening

(iii) when first launched prior to January **2014**, if possible have each escape hatch in compliance with the dimensions in OSR 3.07.2(a)(ii); “

(effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approved

- (f) OSR 3.19 – Bunk Requirements

Submission SR04-11 was received from Yachting Australia to define the minimum number of bunks for Categories 0-4 and to require lee cloths, where necessary, for Cat 0,1 and 2.

Recommendation to the Oceanic and Offshore Committee: Reject

Oceanic and Offshore Committee Decision: Reject

- (g) (e) OSR 3.20 – Gas Systems Specifications

Submission SR05-11 was received from Yachting Australia to better define the stowage, use and specification of gas systems onboard.

Recommendation to the Oceanic and Offshore Committee: Reject

Oceanic and Offshore Committee Decision: Reject

- (h) OSR 3.21 - Drinking Water Tanks - Compartments

Submission SR06-11 was received from Yachting Australia to require more than one compartment for drinking water supplies in Category 2 races.

Recommendation to the Oceanic and Offshore Committee: Reject

Oceanic and Offshore Committee Decision: Reject

- (i) OSR 3.24 – Steering Compass

Submission SR07-11 was received from Yachting Australia to better define the second compass requirements for Category 0 to 3.

Oceanic and Offshore Committee (cont.)

Recommendation to the Oceanic and Offshore Committee: Approve (effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approve

- (j) OSR 3.28.4 – Sealed Battery Requirements for Categories 0 to 3

Submission SR08-11 was received from Yachting Australia to require new batteries to be of the sealed type.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendment:

“All rechargeable batteries on board shall be of the sealed type from which liquid electrolyte cannot escape. Other types of battery installed on board at 1/~~12~~ ~~06~~ may continue in use for the remainder of their service lives. ~~although it is strongly recommended that they be changed for sealed batteries as soon as possible.~~”

(effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approved

- (k) New OSR 3.30 – Hull Identification

Submission SR09-11 was received from Yachting Australia to require identification numbers to be displayed on the hulls in Category 0 and 1.

Withdrawn by David Lyons

- (l) OSR 4.03 – Plugs

Submission SR10-11 was received from Yachting Australia to permit alternative materials for plugs for through hull openings.

Recommendation to the Oceanic and Offshore Committee: Reject

Oceanic and Offshore Committee Decision: Reject

- (m) OSR 4.04 – Spectra Jackstay

Submission SR11-11 was received from Yachting Australia to permit spectra jackstays.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendment:

*4.04.1 (a)(ii) comprising stainless steel 1x19 wire of minimum diameter 5mm(3/16in), **high modulus polyethylene (such as Dyneema/Spectra)** rope or webbing of equivalent strength:*

(effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approve

- (n) OSR 4.05.3 – Fireblankets

Submission SR12-11 was received from the Deutscher Segler-Verband (GER) to make fire blankets mandatory on boats fitted with cooking facilities in categories 0 to 3.

Recommendation to the Oceanic and Offshore Committee: Approve with the amendment that it applies to all Categories.(effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approve

- (o) OSR 4.07 and 4.23.2 – Flashlights

Submission SR13-11 was received from the Royal Yachting Association (GBR) to clarify that one high-powered light satisfies the requirements of 4.23.2 and 4.07.

Recommendation to the Oceanic and Offshore Committee: Approve as amended:

“The following shall be provided :

- a) A watertight, high-powered searchlight, suitable for searching for a person overboard at night and for collision avoidance with spare batteries and bulbs, and “

(effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approve

- (p) OSR 4.08 – First Aid Manual

Submission SR14-11 from Sten Edholm adding two books to the recommended First Aid Manuals.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendments:

4.08.1 (c) delete: "An English translation may be available"

(effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approve

- (q) OSR 4.10 – Radar Reflectors

- i) Submission SR15-11 was received from the Deutscher Segler-Verband (GER) to reduce the size specification for the radar reflector in at least Cat 3 and 4.
- ii) Submission SR38-11 was received from the Chairman Special Regulations Sub-Committee on behalf of Stuart Carruthers to align OSR 4.10 with the revised ISO 8729.

After a discussion of the two submissions SR15-11 and SR38-11 it was agreed to defer both for further consideration by a working party of Will Apold(Chair), Stuart Carruthers, Sten Edholm and Stan Honey. For the 2012 OSR publication it was agreed to make editorial housekeeping amendments regarding the references to ISO and ITU standards in 4.10.2, 4.10.3. and the reference to ‘AIS’ in the heading of OSR 4.10.

Recommendation to the Oceanic and Offshore Committee: Defer

Oceanic and Offshore Committee Decision: Defer

- (r) OSR 4.16 – Bosun’s Chair

Recommendation to the Oceanic and Offshore Committee: Reject

Oceanic and Offshore Committee Decision: Reject

- (s) OSR 4.20.5 – Liferaft Servicing and Inspection

Submission SR17-11 was received from the Royal Yachting Association (GBR) to define the maximum servicing period for an ISO 9650 liferaft.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendment

“e) A liferaft built to ISO 9650-Part 1 Type-Group A, packed in a valise shall be inspected annually by an approved manufacturer’s agent and serviced as necessary ”

(effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approve

- (t) OSR 4.20.2 – Liferaft Construction and Packed Equipment

Submission SR18-11 was received from the Royal Yachting Association (GBR) to remove the ORC liferaft specification as being acceptable from Jan 2013.

Recommendation to the Oceanic and Offshore Committee: Reject

Oceanic and Offshore Committee Decision: Reject

- (u) OSR 4.22.4 – Lifebuoy Specification

Submission SR19-11 was received from Yachting Australia to prohibit white lifebuoys.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendment

“4.22.5 It is recommended that the colour of each lifebuoy be a safety colour in the yellow-red range.”

Oceanic and Offshore Committee Decision: Approve

- (v) OSR 5.01 – Lifejacket Inflation Methods

Submission SR20-11 from Ken Kershaw to clarify that both automatic and manually active lifejackets are permitted.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendment *(effective 1 January 2012)*

Bullet point 4 to read: “If of an inflatable type either”

Oceanic and Offshore Committee Decision: Approve

- (w) OSR 5.07 – Personal Locator Beacon (PLB)

Submission SR21-11 was received from Yachting Australia to require PLBs for each crew member in Category 1 and 2.

Recommendation to the Oceanic and Offshore Committee: Reject

Oceanic and Offshore Committee Decision: Reject

- (x) OSR Appendix K – Limitations on Moveable and Variable Ballast

Submission SR22-11 was received from the IRC Rating System and the Royal Yachting Association to limit the maximum static heel angle when variable and moveable ballast are used.

On a proposal by Abraham Rosemberg, seconded by Will Apold there was vote of 4 to defer, 1 abstain and 1 against.

Recommendation to the Oceanic and Offshore Committee: Defer

Oceanic and Offshore Committee (cont.)

Oceanic and Offshore Committee Decision: Defer

- (y) OSR Appendix J - Companionway Sill Height

Submission SR23-11 was received from the Chairman to amend Appendix J- Category 5 companionway sill height requirement in order harmonise with other Categories.

Recommendation to the Oceanic and Offshore Committee: Approve (effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approve

- (z) OSR New Appendix – Pain Chart

Submission SR24-11 was received from Yachting Australia to include the diagrammatic human pain chart.

Recommendation to the Oceanic and Offshore Committee: Reject

Oceanic and Offshore Committee Decision: Reject

- (aa) OSR Appendix H – ISAF Code for the Organisation of Oceanic Races

Submission SR39-11 was received from Sten Edholm to revise Appendix H.

Recommendation to the Oceanic and Offshore Committee: Approve (effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approve

- (bb) OSR 1.02 Responsibility of the Person in Charge

Submission SR40-11 was received from the Chairman on behalf of RORC to nominate a replacement Person in Charge to cover the eventuality of the Person in Charge becoming incapacitated.

Recommendation to the Oceanic and Offshore Committee: Approve (effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approve

- (cc) OSR 5.02 Safety Harness and Safety Lines (Tethers)

Submission SR42-11 was received from the Chairman on behalf of RORC to recommend the use of the shortest tether length.

On a proposal by Paddy Boyd, seconded by Sten Edholm the submission was unanimously approved.

Recommendation to the Oceanic and Offshore Committee: Approve (effective 1 January 2012)

Oceanic and Offshore Committee Decision: Approve

- (dd) OSR 5.01 Lifejacket

Submission SR41-11 was received from the Chairman on behalf of RORC to define the purpose of crotch/thigh straps. Ken Kershaw gave a powerpoint presentation highlighting a fatal incident this year. Nils Nordenstrom also made a powerpoint presentation.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendment:

b) *“Note: delete ‘bladder’, insert ‘buoyancy elements’ “
(effective 1 January 2012)*

Nils Nordenstrom recalled that in November 2010, Alan Green as Chairman of the Crotch Strap working party had made proposals for further work. Following Alan's retirement, Ken Kershaw had been appointed as Chairman of the WP, however the WP had been inactive during 2011. Nils proposed that Submission SR41-11 be deferred and that a working party be appointed with a new Chairman.

Ken Kershaw observed that the Crotch Strap Working Party and submission SR41-11 are not un-connected. The UK Marine Accident Investigation Branch (MAIB) had investigated a fatality this year and had noted that the ISAF OSR specifies requirements for a crotch strap that are not contained in the ISO Standard. Submission. SR41-11 reflects the wording of the ISO standard, the crotch straps are intended to hold in position the buoyancy of the bladder.

Nils Nordenstrom was concerned that removing the existing text : “Crotch straps or thigh straps together with related fittings and fixtures should be strong enough to lift the wearer from the water.” was sending a message to reduce safety.

Will Apold felt that Nils was correct in raising this issue. However he supported the recommendation of the Offshore Special Regulations Sub-committee. There is a wide range of lifejackets on the market, the standards are complicated, people do slip out of them. It is difficult for us to resolve by three lines in a book.

On a proposal by Patrick Lindqvist, seconded by Stuart Carruthers the Special Regulations Sub-committee recommendation was approved on a vote of 14 in favour, 1 abstention and 1 against.

Oceanic and Offshore Committee Decision: Approve

10. Reports and Opinions of Sub-committees

(a) Special Regulations Sub-committee

The Chairman of the Special Regulations Sub-committee gave a brief report on issues not based on submissions.

A working party had been formed to review the reports on incidents in the 2011 Fastnet Race and Chicago-Mackinac race and to consider lessons learned with a view to any future submission to amend the Offshore Special Regulations.

(b) Empirical Handicap Sub-committee

The Chairman of the Empirical Handicap Sub-committee gave a report not based on submissions. Nils Nordenstrom highlighted that the international exchange of boat data remained the main focus, the intention is to improve the documents available on the ISAF website.

11. ISAF Sailor Classification Code

- (a) A verbal report was received from the Chairman of the Classification Commission, Antony Matusch. He was retiring from the Commission and the new Chairman is Tom Rinda(USA). The ISAF Classification Code was established in 2000 and the 100,000 applications benchmark was recently passed. Currently there are 15,000 Group 1(amateur) sailors registered. Classes which have recently adopted the Code are Soto

40, J/111 and Quarter Tonners. He is aware of 30 classes and 14 events using the Code. Antony highlighted that when there was an RRS 69 hearing against a sailor there is often a case of the boat owner transgressing. A pro-forma crew list declaration to be signed by the boat owner / owner's representative will be introduced to place greater responsibility on them. The website application system will be updated in the next few weeks. There are 14 members of the classification commission.

Wolfgang Schaefer proposed a vote of thanks for the great job Antony has personally done with the Classification Code.

- (b) Submission 015-11 was noted from the Executive Committee regarding ISAF Sailor Classification Code - Regulation 22 - Definitions / Competitor Classifications

Paddy Boyd noted that the text: 'has raced in the Olympic Sailing competition' would not include a sailor who had just failed to qualify. Anthony Matusch said that this was on the basis of simplicity of the code.

On a proposal by Abraham Rosemberg, seconded by Patrick Lindqvist there was a vote of 13 in favour, 1 abstention and 1 against.

Opinion: Approve

- (c) Submission 016-11 was noted from the Executive Committee regarding ISAF Sailor Classification Code - Regulation 22 - Classification Procedures and Requirements

On a proposal by Bruno Finzi, seconded by Pierre Fehlmann there was a vote of 15 in favour, 1 abstention, 0 against

Opinion: Approve

- (d) Submission 017-11 was noted from the Executive Committee regarding ISAF Sailor Classification Code - Regulation 22.2

On a proposal by Bruno Finzi, seconded by Paddy Boyd there was a vote of 14 in favour, 2 abstentions and 0 against.

Opinion: Approve

12. ISAF Offshore Team World Championship

Bruno Finzi reported that a Notice of Race for 2012 had been drafted with the Yacht Club Costa Smeralda (YCCS) on the basis of two-boats per team, with one boat around 50ft and one at 40-45ft, with a maximum of two teams per nation. Bruno Finzi asked permission for ORC and YCCS to proceed with event sponsorship negotiations and to finalise the Notice of Race with the ISAF Office only when event sponsorship is in place.

13. Oceanic Concordat

The minutes of the meetings of major oceanic event organisers held in Cascais 13 December 2010 and Paris on 14 June 2011 were received. The Chairman indicated that the minutes of these meetings provide detailed information on what is going on in Oceanic Racing and recommended that they be studied.

Jacques Lehn summarised that the world of oceanic racing was not as good as it could be due to the economic situation. The multi-class 2010 Route du Rhum attracted 85 entries, and its media success was partly due to the maxi multihulls which were permitted for the first time since 1986. The Velux 5-Oceans had hoped for 10 entries, which dwindled to 5 starters and 4 finishers. The Barcelona World Race had 14 entries with 9 finishers. He had visited the Volvo Ocean Race control centre which reminded him of the NASA's Cape Canaveral,

but it was a shame that there were only six boats racing. The Transat 2012 for IMOCA 60s had been postponed. The Transat Jacques Vabre for IMOCA 60, Multi 50 and Class 40 had attracted 38 entries. The 2012 Vendee Globe which starts in November currently expects to have 18-20 entries. There are good boats available. Despite rule changes aimed to keep costs down, these are never as successful as is hoped. Class 40 is mainly an owner/driver class. The Global Ocean race organised by Josh Hall had hoped for 19 entries, but in fact only 6 boats started.

In some ways it seems oceanic racing is moving towards single-class racing whether it be Volvo 70, Class 40 or IMOCA 60. The MOD 70 one design trimaran class is developing with a concept of a circuit with no more than 12 boats and no more than four from any one country. There will only be crewed racing and they are not planning to race in the Southern Ocean.

The Oceanic Panel are still working on the relationship between IMOCA and the ECO60 (older IMOCA) classes and the clash between Velux-5-Oceans and Barcelona World race.

Abraham Rosemberg congratulated Jacques Lehn on a fantastic task, but recognised the difficulties from a commercial point of view.

Will Apold asked Jacques Lehn where do you see all this in 5 year's time?

Jacques Lehn felt that the important aspect was to bring the Oceanic Racing world within ISAF. For long it was not within ISAF, various institutions developed aside from ISAF. Professional sailors need money, sponsors need a return of media coverage. Newspapers that cover sailing, list too many races with too many classes. This is why the oceanic calendar needs more structure.

In the long-term objective for short-handed oceanic racing could be to start with the Mini Transat 6.5m, then Figaro II (11m), Class 40, IMOCA 60 and MOD 70.

14. Equipment Rules of Sailing

Bruno Finzi proposed and Wolfgang Schaefer seconded to approve submissions 074-10, and 056-11 to 074-11 and 076-11 to 093-11 as amended by the Equipment Committee. This was passed on a unanimous vote.

- (a) Deferred Submission 074-10 was noted from the Chairman of Equipment Committee regarding new B1 Position of Equipment.

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (b) Submission 055-11 was noted from IRC regarding ISAF Regulation 29.3 Interpretation of the ERS.

On a proposal by Bruno Finzi, seconded by Wolfgang Schaefer on a vote of 15 in favour, 1 abstention and 0 against the submission was approved.

Opinion: Approve

- (c) 056-11 Equipment Rules of Sailing - Introduction - Changes

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (d) 057-11 Equipment Rules of Sailing - A.1 Class Rules

Opinion: Approve

Oceanic and Offshore Committee (cont.)

as recommended and including any amendments by the Equipment Committee

- (e) 059-11 Equipment Rules of Sailing - C3.2 Certify

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (f) 060-11 Equipment Rules of Sailing - C4.1 Fundamental Measurement

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (g) 061-11 Equipment Rules of Sailing - C.4.2 Certification Control

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (h) 062-11 Equipment Rules of Sailing - C.4.7 International Measurer

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (i) 063-11 Equipment Rules of Sailing - C.6.5 Portable Equipment

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (j) 064-11 Equipment Rules of Sailing - C.6.5(a) and (b) Series and Age Dates

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (k) 065-11 Equipment Rules of Sailing - F.1.2 Rig Types

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (l) 066-11 Equipment Rules of Sailing - F.1.4(a) Mast

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (m) 067-11 Equipment Rules of Sailing - F.1.4(c) Hull Spars

Opinion: Approve

as recommended and including any amendments by the Equipment Committee e

- (n) 068-11 Equipment Rules of Sailing - F.1.5 Rigging Components

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (o) 069-11 Equipment Rules of Sailing - F.1.6(a)(i) and (iii) Forestay and Shrouds

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

Oceanic and Offshore Committee (cont.)

- (p) 070-11 Equipment Rules of Sailing - F.1.6(a) Standing Rigging

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (q) 071-11 Equipment Rules of Sailing - F.1.6(b) Running Rigging

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (r) 072-11 Equipment Rules of Sailing - F.1.7 Spreader

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (s) 073-11 Equipment Rules of Sailing - F.2.3 Mast Centre of Gravity

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (t) 074-11 Equipment Rules of Sailing - G.1.1 Sail & G.1.4(o) Attachments

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (u) 075-11 Equipment Rules of Sailing - G.1.3(b) Headsails and Spinnakers

Opinion: Reject

The Oceanic and Offshore Committee supports amended submission 166-11 on RRS 50.4 in favour of 075-11

- (v) 076-11 Equipment Rules of Sailing - G.1.3(d) Headsail & G.1.3(e) Spinnaker

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (w) 077-11 Equipment Rules of Sailing - G.1.4(g) Double Luff Sails

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (x) 078-11 Equipment Rules of Sailing - G.1.4(i) Dart

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (y) 079-11 Equipment Rules of Sailing - New Definition - G.1.4(k) Batten

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (z) 080-11 Equipment Rules of Sailing - G.1.4(k) Batten

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (aa) 081-11 Equipment Rules of Sailing - G.1.4(m) Window

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (bb) 082-11 Equipment Rules of Sailing - G.1.4(n) Stiffening

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (cc) 083-11 Equipment Rules of Sailing - G.2.4, H.5.2 Hollows in Sail Leeches

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (dd) 084-11 Equipment Rules of Sailing - G.4.2(a) and (b) Mainsail and Headsail Head Point

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (ee) 085-11 Equipment Rules of Sailing - G.6.3 Tabling

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (ff) 086-11 Equipment Rules of Sailing - G.6.4 Batten Pocket Patch

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (gg) 087-11 Equipment Rules of Sailing - G.8.4 Reinforcement Size

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (hh) 088-11 Equipment Rules of Sailing - G.8.9 Window Ply Area & G.8.10 Window Area

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (ii) 089-11 Equipment Rules of Sailing - H.4.2 Outer Point Distance

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (jj) 090-11 Equipment Rules of Sailing - New H.4.7

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (kk) 091-11 Equipment Rules of Sailing - H.5.1 Condition of the Sail

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

- (ll) 092-11 Equipment Rules of Sailing - H.5.2 Hollows in Sail Leeches

Opinion: Approve

as recommended and including any amendments by the Equipment Committee
(mm) 093-11 Equipment Rules of Sailing - New Rule: H.5.4 Sail Corners

Opinion: Approve

as recommended and including any amendments by the Equipment Committee

15. Yacht Training

- (a) Submissions 041-11, 042-11, 043-11, 044-11, 045-11 regarding ISAF yacht training were noted and discussed together.

Submission 041-11, Olivier Bovyn, Chairman, Development and Youth Committee, proposed that the ISAF Training and Development department should commission resources to provide a basic yacht training template of similar resources as already provided for the dinghy scheme.

Paddy Boyd felt that if ISAF were to commit to develop resources it should be understood that there were significant costs in producing training materials and translation and that approval of the submission would commit ISAF to major costs.

Abraham Rosemberg would welcome very much the submission, even if the resources were not translated.

Janet Grosvenor asked how this would be implemented, some MNAs already have these resources, where would ISAF get their resources from? How do we get involved?

Olivier Bovyn considered that it was a decision in principle. ISAF have already produced resources in Spanish and French covering dinghy and windsurfing. For the yacht training, experts would be gathered. The idea is to provide resources to emerging sailing nations at no cost. He would be happy for ISAF to be prepared to go further, currently Dan Jaspers ISAF Training Manager has been working with new MNAs to join the ISAF 'club' with a goal to promote Olympic Sailing.

Jacques Lehn, felt that supporting Submissions 041-11 and 042-11 would provide an indication that ISAF is not only involved in Olympic sailing, but also in offshore cruising and racing.

Patrick Lindqvist felt that in emerging sailing nations there were not many training resources available from the MNA as opposed to commercial organisations. It would be good for ISAF to have a standard resource package that could be offered to MNAs.

Paddy Boyd was in favour of the principle that ISAF help MNAs that need assistance, he objected to ISAF developing their own resources when there is already material out there.

Jason Smithwick felt that the training resources could be self-funding through sponsorship.

Submission 041-11 was proposed by Abraham Rosemberg, seconded by Patrick Lindqvist with a vote of 5 in favour, 6 abstentions, 5 against. The submission was approved on the Chairman's casting vote in favour.

Opinion: Approve

- (b) Submission 042-11 from Korea Sailing Federation regarding ISAF yacht training resources.

Oceanic and Offshore Committee (cont.)

Paddy Boyd considered that submission 042-11 should be rejected as it is too detailed and the basic principle is covered in 041-11. He felt that there is a minimal amount of generic material that would be applicable worldwide and he could not imagine that the ISAF Secretariat could provide the resources specific to each developing country.

Jin-Yong Hong was invited to speak to the submission from Korean Sailing Federation. She explained that yachting was a developing area and that the Korean Sailing Federation do not currently have their own yacht training scheme. Other MNAs are offering assistance but her preference would be to work with ISAF.

On a proposal to reject by Abraham Rosemberg, seconded by Eva Holmsten the submission was unanimously rejected on the basis that 041-11 covers this topic and the ISAF Executive can cover the details of the training programs.

Opinion: Reject

The submission topic is already covered in 041-11. Detail of programmes can be covered by the Executive and ISAF staff.

- (c) Submission 043-11 from Royal Netherlands Yachting Union regarding recognition of yachting in ISAF Learn to Sail program.

Submissions 043, 044 and 045 were taken in a block. On the basis that a training symposium is planned to discuss the matter in early 2012, it was proposed by Paddy Boyd and seconded by Bruno Finzi to defer submissions 043, 044, 045, and it was unanimously agreed to defer.

Opinion: Defer

A training symposium is to be organised by the Development and Youth Committee to cover these topics.

- (d) Submission 044-11 from Korea Sailing Federation regarding recognition of yachting in ISAF Recognised Training Program.

Opinion: Defer

A training symposium is to be organised by the Development and Youth Committee to cover these topics.

- (e) Submission 045-11 from South African Sailing regarding recognition of yachting in ISAF Recognised Training Program.

Jacques Lehn was not in favour of the submission, as he was opposed to the introduction of certification which might lead to mandatory certification.

Opinion: Defer

A training symposium is to be organised by the Development and Youth Committee to cover these topics.

16. World Sailing Speed Record Council

Stan Honey as a member of the World Sailing Speed Record Council presented a report. Highlight since the 2010 report was a new outright speed record by Rob Douglas on a kiteboard at 55.65 knots. As the navigator of the current holder of the unlimited Round the World Record aboard Groupama 3 he was keeping a watchful eye on the forthcoming attempt by Banque Populaire V.

17. International Regulations Commission

Oceanic and Offshore Committee (cont.)

Stuart Carruthers, the Chairman of the International Regulations Commission gave a verbal summary of issues considered by the Commission. (see the minutes of the International Regulations Commission for details.) Topics covered were:

- i) IMO guidelines on bio-fouling, and the transfer of invasive aquatic species
- ii) IMO Basic Safety Guidance for Yacht Races or Oceanic Voyages by Non-Regulated Craft',
- iii) review of Global Maritime Distress Safety System GMDSS whilst retaining technology relevant to small craft in coastal waters
- iv) monitoring the Virtual Aids to Navigation developing for Automatic Identification Systems (AIS) and the International Telecommunications Union (ITU), development of new Class B AIS data sentence organisation and their ability to be displayed on Class 'B' recreational craft units. Also developments in satellite AIS relevant to Emergency Position Indicating Radio Beacons (EPIRBs) and Personal Locations Beacons (PLBs)
- v) Development of offshore renewable energy installations such as windfarms where in some areas the safe navigation route outside of shipping lanes is cramped.
- vi) ISAF issued advisory notes on Piracy Guidelines in the Indian Ocean, which impacted on the Volvo Ocean race.
- vii) International Standards Organisation (ISO) are monitored, as within the European Union Recreational Craft Directive (RCD), the essential safety requirements are met by compliance with the ISO standards and are currently looking at fire-protection in relation to Liquid Propane Gas (LPG) cooking installations and Man Overboard Protection standards.
- viii) Standardisation of Pyrotechnic Distress Flares – no progress, as this appears to be outside the scope of ISO standards and any standardisation may be overtaken by a possible move away from the requirement for pyrotechnic flares.
- ix) In the European Union there is a review of the IMO Advisory Guidelines for the Security of Non-SOLAS ships and the possible introduction of the guidelines as regulations.

18. Class Application for ISAF status

The application for Recognised Class status by the Soto 40 Class was received including the class rules, class owners association constitution and worldwide distribution list.

Antony Matusch considered that the crew limitations in relation to the ISAF Sailor Classification needed re-drafting.

On a proposal by Abraham Rosemberg, seconded by Stan Honey the application was recommended for approval on a vote of 15 in favour, 1 abstention and 0 against.

Recommendations Not based on Submissions:

Approve subject to Class Rules, including Sailor Classification, in accordance with ISAF standards.

19. Review of Offshore Classes

It was noted that class reports can be found on the website www.sailing.org/classes.

20. Any other Business

(a) ISAF website

Abraham Rosenberg felt that the homepage of the ISAF Website should have a direct link to the Oceanic and Offshore area of the website.

On a proposal by Abraham Rosenberg, seconded by Bruno Finzi this was unanimously agreed.

Recommendation to Council not based on submissions

The Oceanic and Offshore Committee recommends that the home page on the ISAF website should have a direct link to the Oceanic and Offshore area and information.

(b) Offshore Special Regulations - Crotch Strap Working Party

Nils Nordenstrom raised his concern that the Offshore Special Regulations Crotch Strap Working Party had not done the work he had anticipated during the year following the 2010 sub-committee decisions. He wished to ask the Special Regulations Sub-committee Chairman to form a new working party to continue the work.

Jacques Lehn advised that the Chairman of the Special Regulations Sub-committee can choose to form a new working party on any subject.

(c) US Sailing report on Chicago-Mackinac Race and Stability Index

Dan Nowlan – US Sailing - Offshore Director, highlighted a report of an inquiry into the Chicago Yacht Club-Race to Mackinac Capsize and Fatalities.

He highlighted conclusions that the yacht 'WingNuts' stability characteristics were a primary cause of this tragic accident, and a major contributory factor in the deaths of crew members Morley and Makowski-Bickel. The extreme deck beam necessitated by the wing-like appendages negatively impacted the vessel's stability, and the panel's opinion that the vessel's design characteristics made the Kiwi 35 an inappropriate boat for such a long distance race.

In particular discussions centered on the 100.7 stability index rating assigned to WingNuts and the fact that the formulae used do not fully penalize the Kiwi 35's extreme flare (disparity between waterline beam and maximum beam). A Capsize Increment is added to the Limit of Positive Stability (LPS). There is a minimum of –5 degrees. Wingnuts has that minimum value. A diagram was noted which plots the Capsize Increment without the lower limit, Wingnuts has a value that is notably different from the rest of the fleet. If the full negative value of this design trait was applied to the equation, the Kiwi 35's stability index would have dropped from 100.7 to 74.4. None of the other boats in the Chicago Mac Fleet would have seen such a drastic reduction if the full increment correction was applied to the stability index.

Bruno Finzi reported that the ORC Rule has been corrected to remove the boundary constraints (lower limits) mentioned above.

In response to a question by Mike Urwin, Dan Nowlan said WingNuts had been evaluated under STIX(Stability Index) with a value of 19.4, which would fail ISO Stability Categories A and B, but would pass Category C.

As an observer Sten Edholm noted that race organisers can use stability information on rating certificates from ORC and IRC, but this information is not readily available for yachts competing in 'yardstick' classes.

Oceanic and Offshore Committee (cont.)

(d) US Sailing Report on Rambler 100 in the Rolex Fastnet Race 2011

Stan Honey reported that US Sailing had published on their website a Rambler 100 capsize safety review. This dealt with lessons learnt mainly from a safety equipment point of view and did not address the root cause of the incident which was the failure of the canting keel fin.

Jacques Lehn recommended that committee members read the report, it was very concerning that several yachts sailed past without spotting the crew on the upturned hull. The report may contain the basis for future submissions to amend the Offshore Special Regulations. It was very fortunate that none of the crew died and that there were many fortunate factors in the incident.

As an observer, James Dadd felt the focus should be on stopping keel failure happening again. He felt that a lot of research would be conducted by the insurance company, but without a proactive approach from the race organisers, this information will not get into the public domain.

(e) Yacht Tracking Technology

Stan Honey gave a presentation on the technology developed for Race Management and presentation of the America's Cup World Series.

Bruno Finzi asked if redress is granted in case the electronics are not working properly.

Stan confirmed that humans still make the decisions on the water – if the electronic systems go down the racing is still run in the traditional way.

There being no further business the Chairman concluded the meeting at 16:30.

Attachment:

Appendix 1 – Chairman's Report

1. Appendix 1

Chairman's Report to Oceanic and Offshore Committee - November 2011

1. Offshore Special Regulations:

- (a) Offshore Special Regulations Structural Plan Review Scheme – The ISAF initiative of structural plan review of offshore sailing yachts has been developing with certificates issued to 15 custom and 9 production yachts, which is an important milestone in the safety of offshore sailing yachts.
- (b) Redraft of Offshore Special Regulations – The secretariat has created a flexible and clearer presentation system of the offshore special regulations document for online versions. This system will be available for the new 2012-2013 publication.
- (c) Dyneema Lifelines – In January 2010 the Offshore Special Regulations permitted dyneema rope lifelines as an alternative to stainless steel wire; however, the racing rules prohibit hiking from lifelines not made of wire. In attempting to harmonize the Special Regulations and the RRS, there is a Special Regs submission to adopt best practice regarding dyneema/spectra (as recommended by US Sailing). There is also a submission to amend the Racing Rules, prepared in relation with the Racing Rules Committee Chairman.
- (d) Study of Submissions on Offshore Special Regulations – As specified in the ISAF Regulations, the Oceanic and Offshore Committee adopts or changes Offshore Special Regulations on behalf of the Council. Work has continued on submissions during the year. There are 42 specific Special Regulation submissions from three continents; these submissions have been considered by the Special Regulations Sub-Committee reporting to the Oceanic and Offshore Committee. The submissions include an expanded code for the organizers of Oceanic Races, Hull Construction, Stability, Fixed Equipment, Portable Equipment, Storm Sails, Supplies and Personal Equipment. The approved submissions will be incorporated into the 2012-2013 publication.

2. Relations to Oceanic Racing World:

- (a) Financed by sponsors, oceanic racing is mainly a professional activity. The current worldwide economic situation is challenging event participation numbers despite the excellent quality of event organizers. It is therefore all the more essential to properly organize the Oceanic Racing World.
- (b) There are now six Major Oceanic Event Organizers who have signed the Concordat agreement with ISAF. Two more are under review.
- (c) The ISAF Oceanic Panel has held two meetings with the Event Organizers since last year to harmonize the oceanic racing calendar and other issues relating to oceanic racing. The first meeting was held in Estoril in December 2010, and the second meeting took place in Paris in June earlier this year.
- (d) The participants to these meetings adopted a harmonized racing program for 2011-2013. The program has been endorsed by ISAF. The Istanbul Europa Race was rescheduled to 2012, and The Transat moved to 2013 or 2014. The program for 2014 was considered provisional, due to the scheduling of two races for 60-foot monohulls around the world at the same time. The Oceanic Panel is assisting discussions between involved parties to resolve these class and scheduling issues.

Oceanic and Offshore Committee (cont.)

- (e) Other meetings were also organized with classes (IMOCA, Class 40, Multihull One Design).

3. Relations to Recognized Rating Systems:

- (a) In November 2010, I reported on a meeting of representatives from ISAF, ORC (Offshore Racing Congress) and IRC (Royal Ocean Racing Club and Union Nationale de la Course au Large). ISAF initiated discussions between IRC and ORC, whereby they would create a unified organization to govern yacht ratings worldwide and to evolve new rating systems that combine the benefits of IRC and ORC.
- (b) The agreement concerning the overall strategy to unite these organizations and offshore rating rules remains.
- (c) The first phase of this project was to merge the structure and finances of RORC in the UK and UNCL in France into a joint organization. This has taken longer than anticipated due to complications in the detail mainly relating to different tax laws between these two countries.
- (d) These problems are nearly settled and the negotiations will continue between one united organization (IRC) and another (ORC). The vision is that one joint body will be formed, initially with ORC and IRC certificates still being issued, and in the longer run the goal of a unified system.

4. Relations to Empirical Handicapping Systems:

The exchange of information, involving many tens of thousands of boats worldwide, continues through the Empirical Handicap Sub-Committee.
