

## Minutes Oceanic and Offshore Committee



The Oceanic and Offshore Committee met at 09:30 – 16:20 hours on Thursday 6 November 2014 at the Melia Palas Atenea Hotel, Palma de Mallorca.

*Please refer to the ISAF website [www.sailing.org](http://www.sailing.org) for the details of the submissions in these minutes. ISAF Council makes the final decision on Submissions (except Special Regulations)*

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### Present:

Jacques Lehn (FRA)– Chairman

Stan Honey(USA)– Vice Chairman

Will Apold (CAN) (Special Regulations SC)

Stuart Carruthers (International Regulations)

Alp Dođuođlu (TUR)

Sten Edholm (SWE)

Bruno Finzi (ITA)

Jose Frers (ARG)

Janet Grosvenor (GBR)

Noboru Kobayashi (JPN)

Maja Lesny (POL)

Tom Rinda (Classification Commission)

Wolfgang Schaefer (GER)

Andor Serra (ESP)

Lazaros Tsalikis (GRE)

### Apologies:

Adrienne Cahalan (AUS)

Ken Kershaw (Empirical Handicap SC)

Vadim Mekhanikov (RUS)

Thomas Nilsson (NOR)

Abraham Rosemberg (BRA)

### Also in Attendance:

Jason Smithwick (Head of Technical & Offshore)

Simon Forbes (Technical & Offshore Manager)

Gary Jobson – (Vice-President)

Henry Thorpe (Technical & Offshore Co-ordinator)

## 1. Opening of the Meeting

The Chairman welcomed the members of the Committee.

## 2. Minutes of the Previous Meeting

### (a) Minutes

The minutes of the Oceanic and Offshore Committee meeting of 14 November 2013 were noted.

### (b) Minutes Matters Arising

There were no matters arising not covered elsewhere on this agenda.

## 3. Chairman's Report

The Chairman gave a verbal report regarding activity during the year.

#### 4. Reports

(a) Universal Measurement System (ORC, IRC, US Sailing)

It was noted that at the last meeting Stan Honey had been requested to monitor developments from the ORC, IRC and US Sailing regarding the project with the fundamental aim of reducing the complexity for owners and rating offices when a yacht owner chooses to race under multiple rating rules. Stan reported that he was pleased with progress. It is not an ISAF project, but Ken Kershaw had been liaising with the Equipment Rules of Sailing working party. The representatives of the three stakeholders were asked to speak:

Mike Urwin (RORC) summarised that the project was fundamental to the sport, a framework of common definitions and standards of data. The ERS working party has a number of submissions relating to measurement condition – getting definitions/data is only the first stage. Then there is a need to collate and bring together the data so that it can be read to an IRC or ORC file.

Bruno Finzi (ORC) The ORC have been working with US Sailing on Stage 2. Dan Nowlan of US Sailing hosted the ORC representatives twice during the year, both groups have a database of thousands of boats which can be shared.

Dan Nowlan (US Sailing), common nomenclature as proposed in Mike Urwin's document provides commonality. US Sailing are already working with partners in the US, dealing with multiple rating rules, IRC, ORR, ORC, HPR, PHRF on an old database and in looking at UMS, Steve Benjamin approached a major software database developer. US Sailing see value in developing a prototype, getting the parameters right – it will be cloud-based, modern technology, accessible by measurers and rating office. Various stakeholders were interviewed: boat owners, different race organisers, scoring systems, crew management. US Sailing are talking to app developers to interface the database and it will be useful for handicap analysis. In the US they are cross-training measurers, Nicola Sironi from ORC came to a meeting in September, but Mike Urwin was not able to.

Stan Honey considered that it is encouraging that ORC/IRC are communicating regarding their requirements. Given the size of the software company involved, it is very encouraging and he thanked Steve Benjamin, the ORC and US Sailing for the initiative that was critical in getting the interest of the software company. If UMS can get operational so that it handles the measurement data from boats completely separate from any rating calculation it will be a very significant contribution to our sport of offshore racing.

Gary Jobson asked how many boats have used UMS?

Bruno Finzi responded that UMS was not a completely defined system at the moment regarding the database for the sharing of data. Data taken from ORC has been used to provide measurements for ORR and IRC and does not require re-measurement if the owner asks for a certificate in another rating rule.

Mike Urwin, if a boat is rated under ORC, to get an IRC Rating we will talk to Nicola Sironi at ORC and we get a file. The ultimate goal is a more formal structure, a passport for a boat.

Gary Jobson - universality between rules will be a great marketing opportunity.

Dan Nowlan, stated that as Bruno and Mike have said, there is not a database in place available from a common accessible spot. Five boats have been measured under all of the rules.

**Decision**

**Stan Honey will continue monitoring developments on behalf of the Oceanic and Offshore Committee.**

(b) Structural Integrity Working Party

A report was received from Stan Honey the chairman of the working party, which was set up to evolve a culture to support sharing knowledge of structural failures of yachts. (Item 17(a) 2013 Minutes).

Stan noted that over the last couple of years there are some very visible keel failures. The initial response of the 'Rambler' investigation report drafted by US Sailing was to propose dozens of new requirements to cope with the eventuality of keel failure. It was decided that a far better approach is to keep keels attached to the boats rather than try to make monohulls safer when inverted. Designers do not want to be forced to design boats to the limit where keels can fall off, sailors don't want to race boats on which the keels fall off, and owners do not want to own boats from which the keels fall off. We need to get back to the situation where a keel is attached for the life of the yacht.

In 2010 the Offshore Special Regulations 3.03 introduced the requirement for ISAF Building Plan Review for monohulls in Categories 0,1,2. Stan said he thought he would be able to report here that so far there had been no keel failures on yachts with ISAF Building Plan Review, however this changed earlier this week on the night of 2<sup>nd</sup> November, the first night of the transatlantic race 'La Route du Rhum – Destination Guadeloupe' when two new Class 40 Sabrosa Mk2 sisterships both lost their keels. (One boat #139 capsized and the skipper was rescued, the other boat #140 managed to reach safe harbour under engine after filling the water-ballast tanks.)

Stan Honey summarised that it looks like we still have a problem; the aim of the working party set up in November 2013 was to find a way that details of any keel failures would be reported to the ISAF Office. The working party considered putting a requirement in the Offshore Special Regulations but this would probably only have resulted in a recommendation without any 'teeth'.

Stan Honey proposed that:

- the existing Working Party be disbanded.
- that a new working party be formed consisting of Naval Architects, which should be chaired by David Lyons (Special Regulations Sub-committee member).
  - which should review the current plan approval system and the failures of the Class 40 design with an ISAF Certificate of Structural Plan Review.
  - review the plan approval by the various Notified Bodies
  - consider the practicalities of requiring in-build inspection.

David Lyons accepted to chair the working party and will prepare a 'road-map' for the project, he will consider who else can be co-opted on to this engineering problem. He noted that an organising authority could specify in the Notice of Race, requirements for plan review and that The Cruising Yacht Club of Australia have put requirements in place for the Rolex Sydney-Hobart Race. David said there is a solution - satisfactory keels are just an engineering issue. If we don't do self-regulation, then it will be imposed. He noted the Classification Societies were originally founded to advise insurance companies on the risks.

Will Apold noted that there are complex problems, repairs from grounding, correct installation, wrong bolts/nuts - so don't miss some other components. Start a dialogue with insurance companies, as they are paying bills for not having boats surveyed.

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Alp Doguoglu, as a member of the original working party – we looked at voluntary sharing of information – post mortem. Due to legal considerations it is hard to enforce requirements after the fact. A change to the Racing Rules of Sailing could provide leverage over race organisers, and race organisers could impose in the Notice of Race that if a yacht is damaged information shall be passed to the organiser.

Sten Edhom felt that major events like the Volvo Ocean Race and Route du Rhum, could deal with this, but for more normal races the organisers want to rely on the ISAF structural requirements.

James Dadd, as an observer noted it was important to ensure that items are built as designed, on the Volvo Ocean 65 he had to reject 4 out of the first 6 keel billets.

Jason Smithwick noted that there are seven ISAF-recognised Notified Bodies for the purpose of ISAF Structural Plan review. Following a failure of two keels, now is the time to review the processes of the ISAF-recognised notified bodies, and assess why some notified bodies charge three times as much as another notified body. There is also the question of how to inspect a boat that has been damaged in the keel area.

**Decision: The existing working party chaired by Stan Honey is disbanded. A new working party chaired by David Lyons is appointed.**

### 5. Reports from Rating Systems

Reports were received from the International / Recognized Rating Systems:

#### (a) ORC International

A report was received from the Offshore Racing Congress. Bruno Finzi highlighted that the ORC Rating Systems (ORC International and ORC Club) are managed in 32 countries by National Rating Offices on five continents and centrally managed by ORC for 6 countries where a National Rating Office is not yet established. Thus, in total ORC issues certificates for boats in 38 countries. ORC Club and ORC International issued and valid certificates worldwide surpassed 9,000 by 25 October 2014. A 10.3% increase from 2013.

The major development for ORC this year were:

- i) the record-breaking number of entries at the ORC World Championship, where 150 boats from 19 countries and 3 continents competed in Kiel, Germany in August.
- ii) Development of the ORC website - allowing access to all ORC rules, rating system documents and the VPP used to generate ratings, available rating and measurement data from a database. This access is facilitated by the ORC Sailor Services system, which gives free online access to the ORC database of over 76,000 records gathered from the past 25 years. At this portal is where copies of issued certificates from the past 4 years are available, as well as the ability to run test certificates under the current VPP. The system was translated for use in German, Spanish, Greek, French, Croatian, Italian, Portuguese and Brazilian, as well as English. Through the ORC Sailor Services, polar performance data for any ORC-measured boat is available, as well as a Stability and Hydrostatic Datasheet, which is of value to sailors and organizers to assess stability among entries in their offshore races and events. This year a new Target Speed product was also offered, where a formatted PDF sheet is generated that gives target boat speed and wind angles based on VMG performance on windward-leeward courses.

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(b) ORC Club

The ORC Club report is minuted in Item 5(a) above.

(c) IRC Rating Rule

A report was received from the International IRC Owners' Association. Alp Doguoglu, as Vice Chairman reported that including both trial and amended certificates the total number of IRC certificates issued in 2013 was 7991. The total number of IRC certificated boats at the end of 2013 was 6133 with 26 countries having fleets of 25 boats or more on 6 continents, thus continuing to satisfy the requirements of ISAF Regulation 12.2(e)(i). At the end of August 2014, 23 countries had achieved this level with the likelihood of a further 3 by the end of the year. At the end of 2013, 33 countries had fleets of 5 or more boats.

Encouragingly, the trend of falling numbers of certificates has stabilised. Boat numbers to the end of August 2014 are very slightly higher than the same point in 2013. IRC will be forwarding the Rating Rule changes for 2015 to ISAF shortly.

Alp Dođuođlu has noted that both ORC and IRC feature in their reports the same major races as using their rating rules. This is due to the fact that those Race Organisers offer classes for both or in some cases all three international rules including ORC Club. He proposed that in the future both ORC and IRC specify in their annual reports whether an event is run solely by the respective rule or if classes for other international rules are also offered. He also noted that IRC consent to this proposal was received in advance. Bruno Finzi on behalf of ORC found the proposal acceptable.

Lazaros Tsalikis clarified that the Aegean Regatta (Greece) was not Dual Scoring, but separate classes for each rating rule .

## 6. Equipment Rules of Sailing

Submission 068-14 was noted from the Offshore Racing Congress regarding ERS F.6.1(b) Foretriangle Height. Bruno Finzi considered that it was important that all people are using the same nomenclature.

It was noted that the Equipment Committee recommendation was to reject, supporting the recommendation of the Equipment Control Sub-committee to support the intention of the submission but prefer this topic to be considered by the ERS Working Party in more detail in order to produce a submission for November 2015.

Bruno Finzi noted that, if passed in order to be applicable for 2015, this change to the Equipment Rules of Sailing would need a 75% vote in favour at Council.

The Oceanic and Offshore Committee voted unanimously to approve.

*Opinion: Approve*

*The Oceanic & Offshore Committee recommends that this submission becomes effective for the Equipment Rules of Sailing in 2015.*

## 7. Advertising Code – Regulation 20

Submission 010-14 was noted from the Chairman of the Constitution Committee regarding the position of event advertising on the boom.

The Chairman noted that the ISAF Classes Committee had proposed that the text “when the sail plan of an ISAF Class has an overlapping headsail”, be deleted.

On a proposal by Jacques Lehn, there was a unanimous vote to approve as amended by the ISAF Classes Committee.

Opinion: Approve with the following amendment:

20.4.1.4 Event advertising shall be displayed on the forward part of each side of the boom in accordance with Table 1 unless, ~~when the sail plan of an ISAF Class has an overlapping headsail,~~ the Class has prescribed in their class rules that Event Advertising shall instead be displayed on the aft part of each side of the boom.

## **8. ISAF Regulations**

- (a) Submission 103-14 was received from the Offshore Racing Congress regarding amending Regulation 13.2(e) ISAF/ORC Classes so that boats could race under corrected time.

Bruno Finzi noted that ISAF Regulation 13.2 already makes provision to create ISAF/ORC Classes. The regulation needs to be amended to enable boats to be grouped around a narrow rating band – such as a high performance 40ft class that would allow non-one designs to enjoy the old times of the ‘Ton’ classes.

On a vote of 14 in favour, 1 abstention, 0 against it was agreed to approve submission 103-14.

Recommendation to Council: Approve

- (b) Submission 002-14 was noted from the Executive Committee regarding ISAF Subscription Categories and Rates. In particular that the proposed subscription rate for Recognised Rating Systems for 2015-2018 would increase from £191 to £200.

On a vote of 13 in favour, 1 abstention and 0 against it was agreed to approve 002-14.

Opinion: Approve

- (c) A paper by the Secretariat was noted regarding Offshore Classes and their compliance with current ISAF Regulation 10 – ISAF Class Associations and 25 – World Championships.

The paper highlighted issues of compliance and sought feedback on whether any amendments to regulation 10 or 25 should be recommended.

Stan Honey felt that Offshore Classes should be given credit if they were failing on the number of nations represented by the sail letters of the boats compared with a large number of international sailors competing.

Bruno Finzi noted that the ORC ‘Green Book’ – Championship Rules could provide input.

Although most of this work is done in the Equipment Committee, it was felt that this work should also be considered in the Oceanic and Offshore Committee’s Terms of Reference, Regulation 6.8.6(e). In particular it was recommended that the Oceanic and Offshore Committee take a more proactive role in ISAF Classes and with ISAF recognition and review of class status for ocean going yachts.

## **9. 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) The agenda and supporting papers of the Offshore Special Regulations Sub-committee were noted.
- (b) Recommendations were received from the Offshore Special Regulations Sub-committee on ‘SR’ submissions

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Will Apold, Chairman of Special Regulations Sub-committee reported that 10 submissions (including those deferred from previous meetings) were considered, 8 were recommended for approval, 2 were recommended for deferral.

Jacques Lehn recommended the decisions on 'SR' Submissions be made 'en-bloc' and it was agreed to remove SR08-14 and discuss this separately as it had been a close vote. All the other SR-submissions had been approved unanimously or with one abstention. That the following submissions withdrawn or deferred by the SR Subcommittee should not be considered further:

Withdrawn: SR01-13, Deferred: SR09-14

The amendments proposed by the Special Regulations Sub-committee are detailed in their minutes.

On a proposal by Jacques Lehn, seconded by Will Apold the following SR submissions (as amended by the Sub-committee) were unanimously approved to be effective 1 January 2016 : SR01-14, SR02-14, SR03-14, SR04-14, SR05-14, SR06-14, SR07-14.

### **Decision : Approved**

Jacques Lehn observed that sometimes the one day gap between the Special Regulations Sub-committee and this Committee can be useful to reflect on and further discuss issues. Submission SR08-14 regarding Dyneema lifeline material had been discussed and on a close vote the Sub-committee had voted to: "defer, publicise a warning regarding attention to chafe, enlarge the working party, engage the rope industry". Dyneema lifelines had been controversial when introduced, and there was a proposal to open the discussion at this committee once again.

On a proposal by Will Apold, seconded by Janet Grosvenor, an amendment was put forward for discussion to limit the use of High Modulus Polyethylene (HMPE) Dyneema®/Spectra® or equivalent) rope for daylight racing only.

Will Apold highlighted that an OSR working party report had been received but that it had not met its terms of reference. A revised working party would continue, with additional members.

Bruno Finzi was concerned that we are sending out the wrong message to owners, obliging them to change lifelines. Race organisers want to have boats racing, he agreed to amend clause (e) regarding chafe. He reported that he had witnessed a dyneema lifeline failure in Valencia and knew that the person who installed the lifelines had admitted afterwards that he did not know how to splice dyneema correctly. Bruno was against the amendment of paragraph (a).

Sten Edholm said he was one of the five members of the Special Regulations Sub-committee who had voted to defer one year the submission SR08-14 pending further investigation. He was concerned that credibility would be lost by going backwards and forwards on the permitted use of dyneema lifelines. Sweden's position was that they were not happy to introduce the 'daylight only races' into the text of the OSR, and would prefer to refer to OSR Race categories.

Will Apold noted that some maxi yachts conduct daylight races under Category 3 + liferaft and that was the reason for referring to 'daylight races' rather than Category 4.

Stuart Carruthers considered that we are trying to make rules for safe racing conditions. Dyneema lifelines have been identified as a hazard. Looking at the probability and severity of the hazard, it appears that the hazard could be intolerable and given that the situation should revert to wire lifelines until the working party find a safe solution to the use of dyneema.

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Jacques Lehn noted that the hazard is principally for crew hiking and this was not a typical hazard for multihulls or boats such as IMOCA 60s.

Tom Rinda informed the committee that he is employed by a rope manufacturer and involved with a company producing swaging equipment for wire lifelines. He noted that if dyneema is prohibited from use, there will not be a base of knowledge regarding its suitability. Swaged wire is prone to catastrophic failure if the rigger does not replace the swaging machine tolling from time to time. All rope is not equal and this is very significant regarding attachments. The majority of large catamarans have trampolines made of dyneema.

Gary Jobson noted that sailing is a development sport, dyneema type line is in constant use in many applications. Race organisers can make a distinction between day and night racing.

Wolfgang Schaefer acknowledged the need for a compromise, but supported the option of restricting dyneema lifelines to Category 4.

Janet Grosvenor noted that Event organisers can specify requirements and asked if any decision would be accompanied by a statement.

Will Apold agreed that the decision should be accompanied by a statement of process.

Stan Honey noted that the problems experienced regarding dyneema are related to chafe. On the new 100ft 'Comanche' he is sailing on, there is a full-time rigger and he was asked why the lifelines were not dyneema. The rigger was concerned with 'burn-through' when a highly-loaded sheet or guy was eased over the lifeline. He was a little unsettled by the 'daylight-only' proposed text and would prefer by race category.

Bruno Finzi proposed that the text of (a) be amended to delete 'daylight only' and insert monohull category 4.

On a proposal by Jacques Lehn, seconded by Will Apold it was approved on a vote of 14 in favour, 1 abstention and 0 against:

To amend (effective 1 January 2015) OSR 3.14.6 Lifeline Minimum Diameters , Required Materials , Specifications as indicated below and to enlarge the working party to undertake technical studies with external assistance :

a)	Lifelines shall be of:	
	- stranded stainless steel wire_ or	**
	- High Modulus Polyethylene (HMPE) (Dyneema®/Spectra® or equivalent) rope (Braid on braid is recommended)	<u>Mo4, Mu**</u>
b)	The minimum diameter is specified in table 8 below	**
c)	Stainless steel lifelines shall be uncoated and used without close-fitting sleeving, however, temporary sleeving may be fitted provided it is regularly removed for inspection.	**
d)	When stainless wire is used, Grade 316 is recommended.	**
e)	When HMPE (Dyneema®/Spectra®) is used, <b>it shall be protected from chafe</b> and spliced in accordance with the manufacturer's recommended procedures.	<u>Mo4, Mu**</u>
f)	A taut lanyard of synthetic rope may be used to secure lifelines	**



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	provided the gap it closes does not exceed 100 mm (4in). This lanyard shall be replaced annually at a minimum.													
g)	All wire, fittings, anchorage points, fixtures and lanyards shall comprise a lifeline enclosure system which has at all points at least the breaking strength of the required lifeline wire.	**												
	TABLE 8 – Minimum Diameters													
	<table border="1"> <thead> <tr> <th>LOA</th> <th>Wire</th> <th>HMPE rope (Single braid)</th> </tr> </thead> <tbody> <tr> <td>Under 8.5 m (28 ft)</td> <td>3mm (1/8 in)</td> <td>4mm (5/32 in)</td> </tr> <tr> <td>8.5 m – 13 m</td> <td>4mm (5/32 in)</td> <td>5mm (3/16 in)</td> </tr> <tr> <td>Over 13 m (43 ft)</td> <td>5mm (3/16 in)</td> <td>5mm (3/16 in)</td> </tr> </tbody> </table>	LOA	Wire	HMPE rope (Single braid)	Under 8.5 m (28 ft)	3mm (1/8 in)	4mm (5/32 in)	8.5 m – 13 m	4mm (5/32 in)	5mm (3/16 in)	Over 13 m (43 ft)	5mm (3/16 in)	5mm (3/16 in)	
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### Decision : Approved

## 10. Reports & Opinions of Sub-committees

### (a) Special Regulations Sub-committee

i) A report was received from the Chairman of the Special Regulations Sub-committee not based on submissions. Reports were received from ten working parties and some may lead to submissions next year.

### ii) Re-write of the Offshore Special Regulations

The Committee received a copy of the revised draft OSR. Will Apold reported on the re-writing of the OSR which is targeted for introduction on 1 January 2016. The intention is to remove text that is guidance and coaching, this would leave the OSR to be more concise requirements and regulations. Recommendations and guidance would be incorporated in a revised Guide to Offshore Personal Safety and the on-line OSR would have links to training and supporting materials. The focus will be on the electronic version with inspection sheets that can be completed on-line and submitted to the Race organiser. The planned schedule is:

- January 2015 – circulate 2<sup>nd</sup> draft incorporating feedback
- June 2015 – circulate revised draft
- End of July 2015 circulate presentation draft
- Publish effective 1 January 2106

iii) The Special Regulation Sub-committee received a verbal summary on the loss of four crew from the Beneteau 40.7 Cheeki Rafiki following keel/hull failure which is the subject of an investigation by UK Marine Accident Investigation Branch.

iv) A successful workshop was held in Poole, GBR on the 10-12 March for ISAF Offshore Personal Safety Course providers with delegates from 14 nations from 4 continents.

v) It was also noted that earlier this week, representatives of the International Maritime

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Health Association and the ISAF Medical Commission had met with Medical Support Offshore who provide the medical services to the Volvo Ocean Race. The objective is to provide a position paper on the best practice to promote and maintain health in offshore racing. A meeting is planned at the 2015 ISAF Conference.

(b) Empirical Handicap Sub-committee

A report was received from the Chairman of the Empirical Handicap Sub-committee not based on submissions.

The report highlighted Standard Measurement Parameters and work on an ISAF Turn-key Empirical Handicap Scheme. Bruce Bingham (member of the Empirical Handicap Sub-committee) spoke to the report, highlighting the support for the Unified Measurement System.

### 11. ISAF Sailor Classification Code

(a) A report was received from the Chairman of the Classification Commission.

Regatta attendance in 2014 by Classification representatives for ISAF Class World Championship events was made by the Commission interviewers at the Melges 24 Europeans, Melges 20 Worlds, Newport Bermuda Race, Royal Ocean Racing Club Commodores Cup, and Swan Gold Cup at Yacht Club Costa Smeralda as well as the ORC Europeans in Valencia and ORC Worlds in Kiel. Sailor Classification was also employed for other ISAF Class events such as the J 70 Class for the North Americans and J 70 Worlds, both in the USA, the Farr 40 Class, J 105 and J 109 Classes and the New York Yacht Club Invitational Cup Qualification Event at Harbor Court.

The Classification Commission also investigated the Group 2 Category concept and conducted a survey of all classes and events using Sailor Classification in the spring of 2014. Over 80% of those responding did not wish to introduce the Group 2 Category and opposed the viability of reintroducing this Classification Status.

Commission balance and coverage was enhanced by the addition of a bona fide Group 3 sailor who is actively managing sailing teams and programs on behalf of several clients.

One major issue that remains to be accomplished is regatta registration. The Commission were gratified to hear of progress being made with a new system being developed for ISAF to commence at the 2015 World Cup events.

(b) Submission 025-14 was noted from the Executive Committee to delete the ISAF Classification Code – Regulation 22. It was noted that the Executive Committee had withdrawn the submission.

Tom Rinda reported that following the publication of the Executive Committee submission to delete the Sailor Classification Code, a lot of correspondence was received, all in support of continuing with the code. So following the withdrawal by the Executive of submission 025-14, the Sailor Classification Code is intact and safe for now.

Gary Jobson observed that the situation over the last six weeks felt like sailing into a 30 degree header and then finding a hole in the wind. The offshore and keelboat community had provided good thoughtful input for an important part of the sport. Sailor Classification would be cleaned-up and updated and would be stronger going forward. As a result of discussions with the Executive Committee:

i) The changes proposed to the Sailor Classification System are:

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- Continue to evolve the mission of the Classification Commission operation to support more Corinthian participation and encourage Professional registration
  - Require owners to sign “self-policing” document of compliance
  - Strive to achieve more transparency in Commission relations with Classes and Events
- ii) Paradigm shift from sleuthing and confrontation at events to more effective registration and review beforehand. Can be done using information given on application, as well as that openly available from public sources and event registration.
- iii) Stress the obligation of Regatta Organizers and Participants (owners or persons in charge) to be more responsible in maintaining proper observance to Regulation 22.
- iv) Institute a Classification age range from 24 years (exempted from 18 to 24) and cease Group 3 by age exemption at 70 years. (similar to ISAF Race Officials)
- v) Streamline the organization of the Classification Commission:
- change the total number of active members to 10 and keep select regional affiliates as required
  - recruit from areas where participation is growing or required
  - make access and language choices available and certain translations a priority
- vi) Provide for a revenue stream to help offset the Cost of maintaining this System
- Initiate a modest fee structure for events and Classes using the Classification Database. €100 +€1 for each record lookup required: i.e. if 60 sailors in Corinthian Division, then €160 fee
  - Institute a policy of open registration for basic Sailor ID and Classification services but begin charging a late registration fee of €25 for any reviews required within one week of an event.
- vii) Creating a new category of registration for Professional Sailors that may include a standard weight and regatta registration component as well as travel insurance; contract help; member services and other benefits uniquely suited to their occupational lifestyle.
- viii) Continue to work on improving the Sailor Database.
- Helping the Secretariat better use this resource for the purposes of marketing, monetization and archiving sailor information.
  - Record historic activity through improved registration.

Bruno Finzi expressed caution regarding the proposal to charge corinthian sailors, they are sailing because of their passion even charging them a small amount would be targeting the wrong people.

## 12. Oceanic Concordat

- (a) The chairman gave a verbal report regarding activity during 2014. He highlighted that there are three major oceanic races this autumn, the Volvo Ocean Race is underway for the first time with 7 one design yachts, the Route du Rhum solo Transatlantic race attracted 91 starters and the Barcelona World Race two-handed non-stop round

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the world race will start at the end of the year with 9 IMOCA 60s. The concordat meetings have some challenges ahead in harmonising the future calendar of races with a potential clash in 2020 between the Vendée Globe and Volvo Ocean Race.

- (b) The minutes were noted of the meetings of ISAF Major Oceanic Event Organisers held in Paris on 12 May 2014 and 9 December 2013.

Will Apold asked whether all major oceanic event organisers attend the meetings?

Jacques Lehn noted that no new oceanic races have signed the oceanic concordat agreement this year. In the case of the Transat Jacques Vabre there has been a change of ownership and he wanted to be reassured of the continuity of the race before signing the concordat agreement. However several other race organisers are also invited to the meetings to help harmonise the calendar of races.

### 13. Judging Oceanic and Offshore Racing

Proposed amendments were received to the Oceanic and Offshore section of the International Judges manual developed by the working party chaired by David Brunskill.

On a vote to approve all the amendments 'en-bloc', there was unanimous support .

#### **Decision: The proposed amendments were approved.**

Bruno Finzi asked if there was a policy on when this guide applies?

David Brunskill noted that it is part of the International Judges manual, judges are expected to understand it, and however it is not prescriptive.

Bruno Finzi noted that there was no guidance on penalties for breaches of rules. David Brunskill agreed that was the next question to be addressed in the search for common agreement. The next steps are judge's education seminars, specimen clauses to make drafting Notice of Race and Sailing Instruction's easier. It was noted that the International Judges Sub-committee were looking at specialisation of judges.

Will Apold highlighted the financial burden on race organisers of funding the Jury and as an observer, Dan Nowlan, noted that internet tele-conferences could be pursued.

Sten Edholm felt that the manual was an excellent initiative. Publishing Questions and Answers on issues would be helpful such as infringing the regulations regarding Environmentally Sensitive Sea Areas or if a yacht's AIS signal is seen infringing a Traffic Separation Scheme.

It was noted that the working party was jointly with the International Judges Sub-Committee. Bruno Finzi requested to be co-opted onto the working party regarding standard Notice of Race and Sailing Instructions.

On a proposal by Bruno Finzi, seconded by Lazaros Tsalikis to continue with the working party under the Chairmanship of David Brunskill there was a unanimous vote.

#### **Decision: The continuation of the working party was approved.**

### 14. World Sailing Speed Record Council

A report was noted from the World Sailing Speed Record Council. Stan Honey, Vice Chairman of the WSSRC spoke to the report and highlighted that the WSSRC is self-financing through registration fees and avoids sponsorship in order to avoid conflict with contestant's sponsorship arrangements.

### 15. International Regulations Commission

## Oceanic and Offshore Committee Minutes(cont.)

A report was received from the Chairman of the International Regulations Commission.

### 16. Any Other Business

(a) 1979 Fastnet Race Documentary of Tenacious and Ted Turner

Gary Jobson presented a new documentary on the yacht 'Tenacious' skippered by Ted Turner and their corrected time win in the 1979 RORC Fastnet Race.

(b) Chairman

Jacques Lehn recalled that he had announced he would be stepping down as Chairman in 2012. After the November meeting in 2012 he was asked to continue for two years before handing over the Chairman's position to Stan Honey. Jacques will continue as Vice-Chairman and dealing with the Oceanic Concordat meetings with the Major Oceanic Event Organisers. Stan Honey thanked Jacques for his chairmanship over the past 2 years.

There being no further business the meeting closed at 1620.