

The Oceanic and Offshore Committee met at 09:30 – 15:40 hours
on Thursday 9 November 2017 at the Sheraton Baganvillas Resort,
Puerto Vallarta, Mexico.

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

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Present:

Stan Honey(USA) –Chairman	Bruno Finzi (ITA)
Matt Allen (AUS) – Vice Chairman	Jose Frers (ARG)
Selma Altay Rodopman (TUR)	Christophe Gaumont (FRA)
Will Apold (CAN) (Special Regulations SC)	Noboru Kobayashi (JPN)
Paddy Boyd (IRL)	Thomas Nilsson (NOR)
Stuart Carruthers (International Regulations)	Tom Rinda (Classification Commission)
Stacey Clark (GBR)	Wolfgang Schaefer (GER)

Also in Attendance:

Carlos de Beltran (Head of Technical & Offshore)	Gary Jobson – (Vice-President)
Simon Forbes (Technical & Offshore Manager)	

1. Opening of the Meeting

Stan Honey as Chairman welcomed the new members and the returning members of the Committee. The members gave brief summaries of their background and conflict of interests. The Chairman recorded his thanks to Jason Smithwick for his work during nine years as Head of Technical and Offshore and welcomed his replacement Carlos de Beltran. The chairman thanked Simon Forbes for his long and continuing commitment to the sport.

The Chairman highlighted the Committee's Terms of Reference:

“6.9.6 The Committee shall:

- (a) be responsible to Council for planning and policy recommendations on Oceanic and Offshore matters.
- (b) promote Oceanic and Offshore racing and cruising throughout the world.
- (c) monitor safety experience in Oceanic and Offshore racing and cruising.
- (d) on behalf of the Council adopt and publish the World Sailing Special Regulations.

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- (e) set criteria for designation as International or Recognised Rating Systems and Offshore Classes, review applications and make recommendations on them to Council. Promote dual-purpose cruiser/racer boats in competition.
- (f) promote and maintain a calendar of Oceanic and Offshore events and races within the overall World Sailing Calendar, and assist organisers to achieve an orderly schedule.
- (g) monitor the activities of all elements of Oceanic and Offshore racing, conducted in one design or level rating classes of boats, as well as under handicap or rating systems, and report to Council making any appropriate recommendations”

The chairman highlighted that the Oceanic and Offshore Committee gives final approval for the Offshore Special Regulations. These OSR changes do not go to Council as a result of the special expertise in Offshore that is represented by the OSR Subcommittee and the Offshore and Oceanic Committee. The Chairman noted that the responsibility of the OSR subcommittee and of the Oceanic and Offshore Subcommittee for the final approval of the OSR's are the continuation of a long history of the OSR's in our sport. The ORC first introduced the OSR's 50 years ago, and introduced scantling requirements into the OSR's 30 years ago with the initial inclusion of the ABYC scantling requirements.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes were noted of the Oceanic and Offshore Committee meeting of 10 November 2016.

(b) Minutes Matters Arising

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

3. Chairman's Report

A verbal report was received from the Chairman regarding activity during the year.

4. Working Parties

(a) Universal Measurement System

Updates were received 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:

i) An update from US Sailing Offshore Office

Nathan Titcomb, (Offshore Director, US Sailing) noted that US Sailing has partnered with SAP and that requests for Rating Certificates for ORC and ORR can be made through the same web portal. He is working with IRC and in January hopes to issue IRC Certificates through the same web portal. Work is proceeding on measurement definitions.

ii) An update from Offshore Racing Congress

Bruno Finzi Chairman ORC, noted that ORC had adopted the 2016 Equipment Rules of Sailing(ERS) amendments and that the ORC Manager software can convert the measurements of a boat with an ORCi Certificate into an IRC data file. A problem with the US Sailing SAP database is that we don't not know if this is a

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proprietary system or whether the final database tool will be owned by all constituents.

iii) An update from IRC and RORC Rating Office

Jason Smithwick, RORC Director of Rating noted that IRC had adopted the 2016 ERS definitions. Work is needed on UMS Data exchange and Data Storage standards. RORC Rating are using the "MyIRC" online application portal for GBR boats owners and working with US Sailing to integrate MyIRC into their SAP certification portal. Work continues on the areas where this integration can be used for other countries and wider application. Currently IRC is part of World Sailing's In-House Certification system for sails and he felt it would be good to develop this by embracing ORC into IHC and leading to 'IHC for UMS'.

It was observed that some of the questions the UMS working party would consider were:

- To confirm that the measurement data itself will be public. Internal calculations of any rating rule may be kept confidential. US Sailing will confirm that this is the US policy.
- Moving forward with a common world database or separate databases

Stan Honey noted that some rating systems might have internal calculations which can be kept confidential, but the physical measurements would be public.

A paper was received from the Chairman of the Oceanic and Offshore Committee recommending the creation of a World Sailing Working Party to formalize the Universal Measurement System(UMS):

With unanimous support it was agreed to approve:

Decision

Creation of a UMS Working Party under the Oceanic and Offshore Committee.

The goals of the UMS Working Party are:

Coordinate the continuing work to extend the UMS to incorporate all measurements used by any World Sailing Recognized or International Rating System.

Keep the ERS Working Group briefed on progress on the UMS.

Propose a formal approach for future changes and management of the UMS.

The members of the UMS Working Group will include representatives of the three largest rating offices in the World, and of each of the World Sailing Recognized or International Rating Systems. The initial members are listed below. All of these individuals attend the Annual World Sailing meetings already, and have agreed to serve.

- o Jason Smithwick, representing IRC and the RORC Rating Office**
- o Nicola Sironi, representing the ORC rule and the ORC**
- o Nathan Titcomb, representing the US Sailing Offshore Office**

5. Reports from Rating Systems

Reports were received from the International / Recognized Rating Systems:

(a) ORC International and ORC Club

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 34

countries by National Rating Offices on five continents and centrally managed by ORC for 11 countries where a National Rating Office is not yet established. The ORC Superyacht Rule, first introduced in 2015, is centrally managed by ORC. Thus, in total ORC issues certificates for boats in 45 countries.

At the end of 2016 there were 10124 certificates issued to 8913 boats and by the end of October 2017 there were 9916 certificates issued to 8897 boats. By the end of 2017, ORC is projecting a total of certificates issued to 9000 boats.

The Super Yacht Racing Association (SYRA) and ORC continued this year with the ORC Superyacht Rule (ORCs_y), suited to race these large yachts over 30m in length. This year there was a decrease in boats and certificates from 2016 due to the split of SY fleets between the USA, Caribbean and the Mediterranean and due to second half of the year storm damage delaying the start of the Caribbean winter season.

The ORC World Championship was hosted by Porto San Rocco in Trieste (ITA), where 116 boats from 19 countries competed. The Dr Irena Eris ORC European Championship organised by the Pomeranian Sailing Federation in Gdansk(POL) drew 83 entries from 11 countries.

The principal 2018 organised ORC Championships to be held are:

- The Offshore Sailing Worlds in The Hague (NED), 12 - 20 July in conjunction with RORC and a local organising committee.
- The European ORC Championships in Famagusta Nautical Club (CYP), 8-15 September.
- The ORC Sportboat Europeans in Portopiccolo, Sistiana (ITA), 29 May-3 June

19 Nations held ORC National Championship regattas in 2017.

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. Traffic on the website averages over 40,000 visitors/month. This access is facilitated by the ORC Sailor Services system, which has over 3,000 registered users and which gives free online access to the ORC database of nearly 105,000 records gathered from the past 25 years.

19 Submissions have been received this year from 7 National Authorities that were discussed in the committees. Small improvements have been made to the VPP recommended by the ITC.

Following a protest from an Estonian competitor against the Class C winner of the 2016 ORC European Championship in Porto Carras, Greece, an International Jury was convened in Athens over 30 March – 1 April to review technical evidence presented by ORC that the class winner, Scugnizza-Total Lubmarine (ITA), an NM38S owned by Vincenzo de Blasio, had wilfully violated RRS 2 and ORC measurement rules, and thereby RRS 69. The International Jury reviewed evidence and testimony presented by all parties and determined this yacht had breached these rules, and ORC removed their title and awarded it to the runner-up, Aivar Tuulberg's Katariina II (EST).

(b) IRC Rating Rule

A report was received from the RORC Rating Office and presented by Jason Smithwick, Director of Rating.

The IRC Rating System is managed by the IRC Rating Authority (RORC Rating Office and UNCL Centre de Calcul) and further administered by 47 additional rule authorities.

At the end of August, the total of boats rated (new applications, revalidations, single event ratings) was 4502, with 6083 certificates issued (similar to the end of August 2016). For 2017 up to the end of August, 49.3% of certificates were endorsed certificates. (76.7% in “Southern Hemisphere Region”).

RORC Rating Office has continued use of an online application portal called “MyIRC” to make it easier for owners and sailors to access information on their boats, make applications for ratings and amendments, trial certificates and copies of other certificates. Work continues towards unification of the application processes worldwide.

The IRC European Championship took place in Marseille(FRA) from 5-9 July organised by UNCL and Centre Nautique et Touristique du Lacydon, Société Nautique de Marseille and Union Nautique Marseillaise. Guy Claeys’s crew sailing JPK 10.10 ‘Expresso 2’ were crowned champions. In 2018 the IRC Europeans will be in June in Cowes(GBR). IRC North American Championship was held at the Storm Trysail Club’s Block Island Week where the overall champion was TP52 ‘Spookie’ (Steve & Heidi Benjamin).

Fast 40+ Class racing under IRC with tight class limits saw 12 boats compete in the One Ton Cup at Hamble (GBR).

The IRC Technical Committee met in September, rule changes were agreed to present to the IRC Congress in October. Rule changes included simplification of mainsail rule width, removal of dayboat classification from the rule, sail measurement methods, hull factor definition, and lifting foil definitions. The impact of Forestay Length – FL has been reduced so that it does not cause a noticeable change to rating, it is retained as a measured parameter in the database. 2018 is the final year of a phased-in change to the rated spinnaker area.

(c) **ORR – Offshore Racing Rule (US Sailing)**

The Chairman invited Bjorn Johnson to give an update from ORR which is not a World Sailing-recognised Rating System.

ORR has 700 fully measured boats in Mexico, Bermuda and USA. This includes fleets on the Great Lakes and West Coast USA. ORR_{EZ} is simpler with a common hull file and ORR_{MH} was used for the Transpac 2017. The ORR Rating Rule has been re-written to accommodate ERS and UMS and was the test case for the SAP system.

6. **Offshore World Championships**

(a) **Offshore World Championship – One Design**

Submission 108-17 was received from the Board regarding the creation of an Offshore Sailing World Championship held in one design boats. The background to the submission is in-essence the proposed Olympic Showcase event for offshore racing and the intention is that the event would be sailed double-handed by a mixed crew. A 2019 World Championship could be the test event for a 2020 Olympic Showcase event. (See Item 15).

Bruno Finzi felt that it was a very good idea, but did not see how we are linking with the sailors. A new Worlds, a boat not already out sailing, “TBD”. In his opinion the Oceanic and Offshore Committee should look into how many MNAs would be filling the 20 national slots. Would there be a selection in a calendar of events?

Stan Honey was impressed how quickly the concept of double-handed mixed teams had gained momentum, he said it was encouraging that the project was seriously in the running for an Olympic showcase event and a world championship.

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Bruno Finzi felt that the Oceanic and Offshore Committee should be involved in all the steps of this project, but was happy to leave the financial issues to the Executive Board.

On a proposal by Paddy Boyd, seconded by Matt Allen it was unanimously agreed:

Recommendation to Council: Approve with the following amendment:

“3. The selection of dates, equipment and venue, and approval of all arrangements for the Championship, will be decided under the supervision of the Board and the Oceanic & Offshore Committee.”

(b) Offshore World Championship based on existing offshore events

Submission 109-17 was received from ORC regarding the creation of an Offshore Sailing World Championships as a combination of an existing long distance offshore races double-scored in combination with the existing double-scored ORC and IRC World Championships.

It was noted that World Sailing Council had approved in November 2016:

"Council further noted that ORC and IRC have committed to work jointly towards the following combined events:

1. Starting in 2018 and subsequent years a jointly scored World Championship
2. Starting in 2018 a team World Championship based on the same event.
3. A new combined Offshore World championship based on existing offshore events"

Bruno Finzi reported that since making the Submission 109-17 in July, he had discussions with Andrew McLrvine, Admiral of RORC and after further consideration proposed "friendly" amendments to the original submission. It was recorded that RORC were not represented at this meeting.

The Chairman summarised that the following should be interpreted as a recommendation from ORC as a plan for the future.

On a proposal by Bruno Finzi, seconded by Pepe Frers it was unanimously agreed:

Recommendation to Council: Approve with the following amendment:

ORC commits to work together with RORC to create a combined Offshore World Championship to include the best results from the joint ORC/IRC Offshore World Championship and a separate long distance offshore component selected from existing major events.

Races to be double-scored with ORCi and IRC (Endorsed) with all boats having both certificates. Scoring system to be defined between the RORC and the ORC with following principles:

Prizes to be awarded to skippers and crews, not the boat – chartering thus permitted

No restrictions on Sailors Classification

RORC is not in attendance at this meeting and cannot formally agree now.

(c) Jointly scored IRC-ORC World Championship in 2018

An update was received from ORC and RORC regarding progress on plans for a combined 2018 event at Scheveningen, (NED). The notice of race is available at: offshoresailingworlds2018.com

The Chairman had great hopes for the joint ORC/IRC World Championship and for RORC and ORC working together.

Bruno Finzi reported that he felt that work on a combined scoring software tool would be ready in a couple of weeks. Jason Smithwick reported that the RORC technical team were working closely with Zoran Grubisa and Nicola Sironi to achieve ORC certificates for IRC-rated boats.

7. Keelboat 'Champion of Champions' Championship

Submission 094-17 was noted from International 2.4m Class Association, Chairman of World Sailing Classes Committee, Sail Canada, International Flying Fifteen Class Association, International H-Boat Class Association, International One Design Class Association, International Soling Class Association, International Star Class Yacht Racing Association to establish a 'Champion of Champions' event open to the defending World Champions of all World Sailing Keelboat Classes to promote keelboat sailing worldwide.

Opinion: No recommendation

8. Equipment Rules of Sailing

- (a) To note submission 055-17 from Deutscher Segler-Verband regarding ERS F.1.4(c)(i) bowsprit and adding the term 'spinnaker'.

Opinion: No recommendation

- (b) To note submission 056-17 from Deutscher Segler-Verband regarding ERS F.1.5 Spreader and adding the term 'jumper/diamond'.

Opinion: No recommendation

- (c) To note submission 057-17 from Deutscher Segler-Verband regarding new ERS G.1.3(e) definition of a spinnaker.

Opinion: No recommendation

- (d) To note submission 058-17 from Deutscher Segler-Verband regarding new definitions ERS G.6.7 "batten" & G.6.8 "corner boards".

Opinion: No recommendation

9. Offshore Special Regulations

In accordance with World Sailing 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 were noted of the Offshore Special Regulations Sub-committee
- (b) Recommendations were received from the Offshore Special Regulations Sub-committee on 'SR' submissions

The following Submissions were withdrawn:

SR02-17 General Requirements-Equipment – US Sailing

SR19-17 Safety Harness and Tethers – US Sailing

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SR22-17 Appendix A Moveable and Variable Ballast – Australian Sailing

SR39-17 Appendix G – Training – Part C – Supplement One – SOLAS

The submissions for approval, as amended in the circulated recommendations from the Special Regulations Sub-committee (effective 1 January 2018) are:

SR01-17 OSR_1.3.1-Definitions

SR03-17 OSR_3.03.1-Plan Review Classification Societies

SR04-17 OSR_3.16-Trampolines

SR06-17 OSR_3.29.03-Satellite Phone

SR07-17 OSR_3.29.12-Class A AIS

SR08-17 OSR_4.02.1-Search and Rescue Visibility

In response to a question, on a proposal by Will Apold, seconded by Stacey Clark it was agreed to further amend 4.02.1 to read:

	4.02	Search and Rescue Visibility
Mo1,Mu1,2,3,4	4.02.1	A 1m² (11ft²) solid area of highly-visible pink, orange or yellow capable of being displayed on the coachroof and/or deck

SR09-17 OSR_4.04-Jackstays and clipping points

SR12-17 OSR_4.21-Flares-Grab Bag

SR13-17 OSR_4.22.1(b) Crew Overboard and Identification – AIS

SR14-17 OSR_4.22.3 Crew Overboard Identification and Recovery - Lifebuoy

SR17-17 OSR_4.26-Storm Sails

SR18-17 OSR_5.01.3 - Lifejacket spares

Christophe Gaumont proposed a correction to the Special Regulations draft minutes and to revert to the wording of the submission and this was agreed:

MoMu0,1,2 5.01.3 A boat shall carry ~~a spare~~ at least one spare lifejacket as required in OSR 5.01.1 ~~except an AIS personal crew overboard beacon (4.22.1(b)) and a PLB described in 5.01.1~~

SR20-17 OSR_5.02-Safety Harness and Tethers

SR23-17 OSR_6.02-Training Topics

SR24-17 OSR_6.04-Crew Drill

On a proposal by Will Apold, seconded by Stacey Clark the submissions as amended by Special Regulations Sub-committee and Oceanic and Offshore Committee were unanimously approved.

A second set of submissions for approval regarding Appendix G-Training, as amended in the circulated recommendations from the Special Regulations Sub-committee (effective 1 January 2018) are: SR26-17, SR27-17, SR28-17, SR29-17, SR30-17, SR31-17, SR32-17, SR33-17, SR34-17, SR35-17, SR36-17, SR37-17.

On a proposal by Will Apold, seconded by Bruno Finzi the Appendix G-Training submissions as amended by Special Regulations Sub-committee were unanimously approved.

10. Reports & Opinions of Special Regulations Sub-committee

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

(a) Keel Loss

Will Apold summarised the causes of keel failure as: Design-related failures, Construction-related failures, Keel re-design, Groundings, Collisions with in-water objects: fish, logs, poor maintenance and fatigue.

The Offshore Special Regulations Sub-committee have agreed to the following plan :

- i) Target date of 2020
- ii) Working Party to oversee progress
- iii) Carlos de Beltran to conference with 3 Notified Bodies in 1Q2018 to develop details of process to implement keel loss prevention design and in build verification
- iv) Possible test case undertaken to test process
- v) Engage with the Insurance Industry
- vi) Questions:
 - Costs and estimated impact ?
 - Production yachts vs one-off designs ?
 - Who will be the authorized Notified Bodies and In-build Inspectors ?
- vii) Timetable
 - No submission required - change of process for the Structural Plan Review
 - At 2018 Annual meetings will have final process determined for approval by OSR Sub-committee and Oceanic & Offshore Committee.
 - Implementation 2020.
- viii) Still More to Do
 - Some boats made keel changes made but no Structural Plan Review revision – plan to work with rating systems to ensure that these changes are properly reviewed.
 - Groundings – reporting system by World Sailing will increase awareness.
 - Maintenance/Planned Inspection- still working on this to see how it can be regulated by OSR.

- Are the design criteria sufficient for all types of vessels? - work with ISO Working Group as issues are identified.

Carlos de Beltran presented a report on Plan Review and In-Build Validation, covering: David Lyons' In-Build Validation Report (circulated with the Agenda).

- i) David Lyons In-Build Validation Report covered application to Monohull Category 0,1 and 2 Races. The target was not to incur more than €5,000 additional cost, and to address keel structural design, keel manufacture, keel installation documentation and keel survey.
 - Need for non-destructive testing (NDT) during keel manufacturing including a manufacturing test plan which extensively demonstrates proper manufacturing processes.
 - Need for the review of a keel installation procedure document.
 - Need for validation of the keel installation by independent body visit, using the keel installation procedure document.
 - Potential need for further review or validation after damage to the keel.
 - Budget considerations not detailed in report.

ii) Plan Review Scheme

Since 2010 138 Plan Review Certificates have been issued. 128 have been issued by DNV-GL, ICNN and IMCI. In this time there were two hull-keel structural failures by the Sabrosa-Ran Class 40s in 2014. Carlos de Beltran had visited the DNV-GL, ICNN and IMCI and had discussed and reviewed the scheme and their implementation of the ISO Standards.

Recommendations on Plan Review:

- Reduce the number of Notified Bodies(NB) to strictly active ones by 2018. This aids in standardization of the Plan Review Scheme. Therefore, remove VTT, RINA & HPI from the Notified Body list.
- Adopt further review than the strict ISO 12215-5,8,9 standard. Rely on Notified Bodies to request the appropriate level of detail, allowing them the freedom to do so.
- The Executive Office has identified a need for Organizing Authorities of Cat 2,1,0 events to check their entry list against the published certificates in the Plan Review website.
- Work with Rating Systems to inform World Sailing of "significant" changes which require further Plan Review. Notified Bodies should be consulted on this process.
- Develop a procedure to allow owners, boat captains or crew, to report any damage to structure or keel.

Recommendations for In-Build Validation

- Plan Review Scheme to include IBV for yachts launched after 1st of January 2020.
- Plan Review Scheme to include additional Keel Installation documentation, as suggested in report, to be reviewed by NB.
- Mandate a surveyor visit during keel manufacturing only to complex structure keels along with further proof at several manufacturing steps:

- Criteria to differentiate the complex structure keels to be defined by Notified Bodies ahead of 2018 Annual Conference.
- Visit to be performed by NB or independent NDT professionals approved by WS.
- Mandate a site visit to validate the keel installation against the previously NB approved documentation. This site visit may be performed by WS (to provide a cost-effective service) or the NB.

The working party to guide the process forward is: Will Apold, James Dadd, Boris Hepp, Roy van Aller and Nicola Sironi.

Jose Frers considered that the adjoining hull structure and any fatigue delaminations in that area was of high importance.

Bruno Finzi noted that in the presentation there was proposed some mixing of responsibilities between the Notified Bodies and World Sailing and he questioned who would do the in-build survey? Who would put a signature on the keel installation survey? An installation survey might mix responsibilities and would introduce a level of liability on to World Sailing and that the Executive Board should assess this risk.

Stuart Carruthers noted that a Notified Body is engaged when a boat is put on the EU market, its conformity with the Recreational Craft Directive is based on the ISO Standards. The Notified Bodies experiences are needed to be fed back into refining the ISO Standards 12215-5.

Matt Allen observed that from his experiences he felt that the scantlings in the slamming zone forward on a TP52 needed reviewing.

Stan Honey wished to thank Will Apold for moving this project along and all those involved in the offshore community who raised the funding for the circulated report by David Lyons, including the CYCA SOLAS Trust, SYRF, RORC, ORC and World Sailing. The report had provided the evidence to move the project forward.

(b) Incident Reports

i) Guidelines for Incident Reporting

The draft 'World Sailing Guidelines for Independent Incident Reviews and Reporting' were received. The draft was submitted by Sally Lindsay Honey and Glen Stanaway, with input from Sten Edholm and Chris Oxenbould. Stan Honey observed that this document might always be in 'draft' status, that it had been helpful in a recent review of a NACRA 17 incident and it would have been a big help if it had been available when he was involved in the Vestas Wind Volvo Ocean Race review.

- ii) A report was received from the Executive Office highlighting known incidents that have occurred during races in the past year.
- iii) The up-dated list of keel losses was noted.

11. World Sailing Sailor Classification Code

A report was received from Tom Rinda, Chairman of the Classification Commission.

The regular October meeting of the Commission had been postponed until February 2018.

Classification support and regatta reviews were held for the 2017 Melges 24 Worlds and Europeans, Etchells Worlds, ORC Worlds and Europeans, the New York Yacht Club

Invitational and numerous J Boats classes including a new J70 Corinthian event. Other classes continue to draw on the Commission's support including the Farr 40 Worlds, North Americans and Europeans, C&C 30 events, Sydney 38 and M38 in Australia as well as J 111 and Beneteau 36.7 classes in the USA.

It is notable to report the following progress:

- Translations from 6 Languages are now up on the Sailor Classification Home Page for the Classification Code(Regulation22) and Frequently Asked Questions- Russian was added last Fall and joins English, French, Spanish, Italian and German
- Japanese Translations are now with the World Sailing Executive Office to be posted as our Seventh Language - This is in keeping with our goal of diversity and especially in mind of the Tokyo 2020 Olympic Games.

12. Oceanic Concordat

The minutes were noted of the meetings of World Sailing Major Oceanic Event Organisers held in Paris on 16 June 2017 and 2 December 2016. It was noted that subsequent changes in the Volvo Ocean Race schedule would affect the calendar agreed at the June meeting.

Stan Honey recorded his thanks to Jacques Lehn who had initiated this project and chaired the biannual meetings over the last eight years.

It was noted that Christophe Gaumont will take over the Chairmanship of the Major Oceanic Event Organisers meetings.

13. World Sailing Speed Record Council

Stan Honey as Vice-Chairman of the World Sailing Speed Record Council (WSSRC) presented the annual report. He noted that the WSSRC is self-supporting from application fees. Numerous records had been achieved during the year but in particular the achievements of Francis Joyon and his crew on 'Idec Sport' in setting a new outright around the world record of 40 days 23 hours and Thomas Colville on 'Sodebo 4' on setting a solo around the world record of 49 days 3 hours were highlighted.

14. International Regulations Commission

Stuart Carruthers Chairman of the International Regulations Commission reported on the work of the Commission and on it's meeting earlier in the conference. (see International Regulations Commission minutes).

15. Olympic Sailing Competition

Andy Hunt, World Sailing CEO, gave a verbal update regarding the possible inclusion of offshore boats in the Olympic Sailing Competition in 2020.

Following the discussion at the November 2016 meeting and the February 2017 Council Resolution to propose an offshore showcase event to the IOC for 2020, a presentation was submitted to the IOC. The IOC representatives seemed to appreciate how good this option could be. Challenges include the IOC's developing concept of showcase events and that details of how it is integrated into the Games schedule is breaking new ground. One interesting option would be to schedule the event prior to the opening ceremony when only the football match qualifiers are scheduled, but the full Olympic Broadcasting Service assets are in place.

One course option considered would be to start from the sailing event base in Enoshima and after a course of 3 days and 2 nights at sea, finish under the iconic bridge close to the Olympic Broadcasting Centre in Tokyo.

Noboru Kobayashi on behalf of JSAF Offshore gave a presentation of possible course routes and the challenges of shipping routes and government permissions. He noted that Tokyo 2020 Organising Committee were concentrating on delivering the medal events. Whilst JSAF had voted negatively regarding the Offshore Showcase event, JSAF Offshore group wishes to positively promote it.

Andy Hunt noted that some discussions have considered the showcase event finishing 10 days before the Opening Ceremony. He felt that if the IOC and Tokyo 2020 have not made a decision about an Offshore Showcase event by the end of December, then we would be out of time. Plan B is to work with the IOC, but not in Japan, and to sequence into the IOC coverage of Tokyo 2020.

Matt Allen advised that he had been involved with IOC meetings through IOC's Coordination Commission. The IOC share the vision of including the offshore sailing community, with racing broadcast continually through the night across the world time zones and the virtual race e-gaming dimension. Tokyo 2020 are pushing to keep simplicity, if it does not happen in 2020 he felt for 2024 it would be a game-changer.

16. Any Other Business

(a) Class Application – Club Swan 50 Class

(i) The application from the Swan 50 Class was received regarding World Sailing Class Status.

(ii) The Swan 50 Class Rules were noted

(iii) The Swan 50 Worldwide distribution list was noted

(iv) The Swan 50 Class Constitution was noted

Stan Honey noted that the Equipment Committee had the previous day, recommended approval of the application.

Paddy Boyd felt that World Sailing Regulation 10.2.1 (d) requirements for a boat of this size relating to boat distribution seemed rather odd.

On a vote of 13 in favour and one abstention it was agreed to:

Opinion: Recommend that the Swan 50 Class receives World Sailing Class Status

(b) Submission 141-17 was noted from Deutscher Segler-Verband regarding RRS 50 Setting and Sheeting Sails – Changing Sails 50.1 – deletion of “headsail”.

There was concern of unintended consequences of the deletion of the word ‘headsail’.

On a proposal by Bruno Finzi, seconded by Stacey Clark there was a vote of 0 in favour, 13 to reject and 1 abstention.

Opinion: Reject

(c) Submission 147-17 was noted from Royal Yachting Association regarding RRS 86.1(a).

The proposed amendment to RRS 86 - Changes to the Racing Rules, is to add ‘RRS 55- Trash Disposal’ to the list of rules that a national authority may not change by prescription. It was noted that this amendment would not take effect until 1 January 2021.

Bruno Finzi was concerned with encouraging participation in events and that some organising authorities would lose entries from boats with older spinnakers and that more time should be given to adapt spinnakers.

On a proposal by Stan Honey, seconded by Stacey Clark it was agreed on a vote of 12 in favour, 1 abstention and 1 against to recommend approval.

Opinion: Approve

(d) RRS Interpretations Case Book – Case 120 – Rule 41(c) - Outside Help

Stan Honey highlighted to the Committee that he had been under pressure from weather forecast service providers to recommend changes to RRS Case 120 – Outside Help:

“Information freely available’ in rule 41(c) is information that is available without monetary cost and that may be easily obtained by all boats in a race. Rule 41(c) is a rule that may be changed for an event provided that the procedure established in the rules is followed.”

There is a group of opinion that had raised concerns and consider ‘Information freely available’ should mean ‘free’ to be purchased by anyone, and wish to see a change to Case 120, Answer 2. Some have suggested defining ‘modest cost’, or listing permitted services, but it is understood that the Racing Rules Committee are reluctant to adopt this approach.

Stan Honey wished to put on record the Offshore and Oceanic Committee’s recommendation regarding the current RRS 41, and Case 120 and Case 121.

On a proposal by Bruno Finzi, seconded by Stacey Clark it was agreed on a vote of 12 in favour, 2 against and 0 abstentions to support the current RRS 41 and Cases 120 and 121.

(e) Sustainability

A presentation was received from Mike Golding, Chairman, World Sailing Sustainability Commission.

(f) Safety Framework

Carlos de Beltran presented the Executive Board’s ‘Safety Framework’ project:

Incident Reporting

- i) Incident Reporting Web Portal.
- ii) Managed by Executive Office (EO).
- iii) Further investigation on to incidents decided by EO.
- iv) Severity – Likelihood investigation response time.
- v) Mandatory to Classes and MNAs starting May 2018.

Severity v Likelihood of response timescale

Committee Consulting Period

- i) Committee consulting regarding safety areas.
- ii) Deadline 15 January 2018.

Terms of Reference

In relation to offshore and oceanic incidents, the Panel shall first liaise with the Chairman of the Oceanic & Offshore Committee, the Chairman of the Special

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Regulations subcommittee, and the Vice President responsible for Offshore, and the incident shall normally be investigated under the procedures of the Offshore Special Regulations.

Stan Honey noted he would keep monitoring the safety framework development so that it would not impede the Oceanic and Offshore Committee's ability to investigate for our purposes.

(g) Safety v Seamanship

The Chairman observed that in looking at the list of incidents, he has an awareness that some are due to bad seamanship.

There being no further business at 1540 the meeting was adjourned for a general discussion on seamanship training.