

**Major Oceanic Event Organisers Minutes**

**Major Oceanic Event Organisers met at 11:00 – 15:15 hours on Thursday 4 December 2014 at, 19, Avenue George V, 75008 Paris, France.**

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**Present:**

Jacques Lehn – Chairman ISAF Oceanic Panel

Mike Golding – ISAF Oceanic Panel

François Angoulvant – Class 40 – President

Peter Bayer – Open Sports Management-(IMOCA 60)– Managing Director

Vanessa Boulaire – Class 40 – Director

David Brabis - Vendée Globe – CEO

Gilles Chiori – La Route du Rhum – Pen Duick - Race Director

Franck David – Multi One Design – CEO

Hervé Favre – The Transat - OC Sport – Offshore Sailing Events Director

Sylvain Gagné – Québec St Malo - President

Gaëtan Gouérou – IMOCA 60 – Secretary

Jean Kerhoas – IMOCA 60 – President

Jean-Patrick Laflamme - Québec St Malo - Race Director

Manfred Ramspacher – Transat Jacques Vabre - Director (C.E.O. Sirius Evenements)

Andor Serra - Barcelona World Race – General Manager (part of meeting)

Simon Forbes – ISAF Technical and Offshore Manager

**Apologies:**

Emmanuel Bachellerie – Ultim Coordinator

Alain Gautier – ISAF Oceanic Panel

Sir Robin Knox Johnston – Clipper Ventures PLC

Jack Lloyd – Volvo Ocean Race – Race Director

**1. Opening of the Meeting**

Jacques Lehn (Chairman) welcomed all present to the meeting.

**2. Minutes of the Previous Meeting****(a) Minutes**

The minutes of the Major Oceanic Event Organisers meeting of 12 May 2014 (circulated after the meeting) were approved to be signed.

**(b) Minutes Matters Arising**

## Major Oceanic Event Organisers Minutes (cont.)

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

### 3. Updates from Classes

#### (a) Class 40

Vanessa Boulaire, Director of Class 40 (replacing Muriel Robin who is currently on maternity leave until the end of December 2014), presented developments. To date 143 Class 40 have been built with 9 new boats in 2014. The Class Association has 102 members, from 12 Nations: BEL(3), ESP(2), FRA(70), GBR(12), GER(4), ITA(3), NED(1), NOR(2), RSA(1), SUI(1), USA(11). There are 60 boats with valid measurement certificates including 12 'vintage' boats. 43 boats competed in the Route de Rhum. The Class AGM will determine the official calendar of events for 2015. The Class is not intending to organise a 2015 World Championship as a regatta.

##### i) Evolution of class rules

The intention is to define the criteria for the 'vintage' division, which will be related to maximum beam and righting moment.

François Angoulvant explained the incident on the first night of the Route du Rhum when his boat Class 40 #139 a Sabrosa Ran Mk2, lost its keel and capsized. The same night, sistership #140 also lost her keel but fortunately did not capsize.

It was noted that the design had an ISAF Certificate of Building Plan Review following a review by Brussels-based International Marine Certification Institute (IMCI). ISAF is particularly concerned by the failures and have established a working party chaired by David Lyons(AUS) to review the issues raised.

François explained that the keels were innovative in that they were fabricated from high tensile steel sheet (Creusabro 8000) bonded and bolted together with over 150 bolts, as Francois said this was preferred to welding such high-tensile steel. Francois said the keel head was fitted in a socket in the hull and both keel heads failed in the socket. Detailed plans were supplied to assist in the ISAF working party review. Why the keel failed has not been determined, the keel fabricator says he followed the design, the designer does not understand why the keels failed.

##### ii) Provisional Calendar of class events

2015 Calendar:

- RORC Caribbean 600 (23 February),
- Grand Prix Guyader (1 May),
- Charleston S.C.- Newport R.I. - 2 crew - (2 May),
- Normandy Channel Race - 2 crew - (24 May),
- Les Sables – Horta – 2 crew - (1 July)
- Rolex Fastnet Race, (16 August)
- Transat Jacques Vabre, - 2 crew - (25 October)

#### (b) IMOCA 60

President of IMOCA, Jean Kerhoas, presented developments. There are currently 18 active teams. One new boat raced this year (Nandor Fa (HUN)), 6 new boats are under construction 4 (FRA), 1 (GBR), 1 (ITA). The first launch should be

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February/March 2015. All six have the same designer with variations in some aspects and are built by four different builders. So far three one-design masts have already been built ( weight range of less than 2 kg), two one-design keels built and three one-design keel canting systems completed. The intention of the class is to make spare masts available.

### i) Evolution of class rules

The IMOCA Class Rules have been re-drafted by Luc Gellusseau into the ISAF Standard Class Rules format. The objective has been to adhere to the ISAF template, simplify and organise the wording for improved comprehension (following many years of amendments), ensure coherence with IMOCA's other texts, statutes and internal regulations, ISAF agreement and Measurement Protocol.

The amendments were validated by the class AGM on 15 October and have been submitted to ISAF for approval. The intention is to be effective 1 January 2015.

There are still two areas that need to be finalised, whether a storm jib should be mandatory and rules relating to a boat's structure.

René Boulaire, IMOCA Chief Measurer's proposal:

- 1 - IMOCA wishes to adhere to the OSR – Race Category 0 (OSR 3.03)
- 2 - The boats do not adhere to the ISO 12215 standard on certain points.
- 3 - IMOCA asks ISAF about the possibility of dispensations with regards to the ISO
- 4 - These dispensations must be validated by a notified body
- 5 - In these conditions, the IMOCA boats will be able to receive an ISAF certificate

Proposal by Grégoire Dolto, IMOCA Class Rules Committee / Convenor of ISO Working Group:

- 1 - Choose to work with ICNN – Notified Body (Institute for Certification and Normalisation in Nautical Field).
- 2 - Analysis of an IMOCA 'type VPLP' and comparison with the ISO 12215
- 3 - List of differences – work in progress
- 4 - List of dispensation requests to be discussed

Comments by Grégoire Dolto

The ISO 12215 standard will evolve, the standard was not written for race boats. The boats go beyond the norm for quite a few points– respect of the standard may make them weaker. Work together with the WG 18.

Conclusion, the issue of IMOCA class and ISAF Building Plan Review is still under review. The French Notified Body ICNN, have just received a set of plans to consider.

### ii) Calendar of class events

Peter Bayer, Managing Director of Open Sports Management, summarised the Ocean Masters project which is a Sir Keith Mills initiative. The four-yearly program is based around two round the world races, the Barcelona World Race

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and the Vendée Globe. As in 2011, the first opportunity to qualify for the Vendée Globe will be the B to B race. Organised by OSM after the 2015 Transat Jacques Vabre the single-handed race from St Barth, in the Caribbean to France is aimed to finish before Christmas.

For 2016 there are talks underway with OC Sport regarding 'The Transat' in May to qualify/train for the Vendée Globe. Currently there are 8-10 signed letters of intent to compete.

(c) Volvo Ocean 65

Jack Lloyd had been planning to attend the meeting but at short notice was unable to do so. It was observed that the move to one design boats has resulted in very close racing for the seven yachts, with no major problems with their construction.

(d) MOD 70 – Multi One Design

i) Update on fleet

Franck David reported that of the 7 trimarans built, 5 boats sailed in 2014. He congratulated the three MOD 70 teams which completed the Route du Rhum which was a big challenge, successfully managed by good preparation. The MOD 70 #02 – 'Orion Racing' in the USA has created a good amount of interest and Franck has been in discussions with potential owners of the existing boats. The Multi One Design S.A. is still active servicing the need for spare parts. The one design concept remains fundamental, the class rules may evolve, but Gitana has been altered outside the class rules. Boat #01 – 'Race for Water' will be taking part in a world tour called the Race for Water Odyssey to highlight plastic pollution in the oceans. The boat will leave Bordeaux on 15 March and head round the world in via the Panama Canal with 22 stopovers in major port cities. This will also be an opportunity to show-case the boat and look for further development opportunities for the class.

ii) Potential calendar of class events 2014-16

There is no official MOD 70 program of races for 2015, some boats may race in various events organised by others. However MOD 70 SA still want the MOD 70 brand name to be used. The KRYS Ocean Race in 2016 has been cancelled, the KRYS company are disengaging from sailing as a strategic decision.

(e) 'Ultim'

Emmanuel Bachellerie was unable to attend the meeting but sent a presentation which was shown on the meeting screen - with the following content :

"The Ultim Collective is pretty confident that one or two more boat owners will join us before Spring. Many exchanges with various race organizers are regular and constructive. The Collective is not intending to organize races. However, they wish to work closely with organizers. The first around the world race may be organised at the end of 2017 but this still needs to be confirmed.

The entire first 4 years program may be announced during the first 2015 quarter. Banque Populaire, Macif and Sodebo established the Ultim Collective to snap a dynamic around these boats which symbolize adventure racing. However, they are demanding safety.

With the Federation Francaise de Voile (FFV) as a partner, a group was formed to establish rules to, among others, build this safety requirement. Other goals were to try to limit cost inflation and promote sporting fairness for this very high level of competition.

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Finally, rules may evolve depending on the progress of safety knowledge. Ultim Collective does not forget either, the goal of openness and innovation.

Approved parameters:

	Minimum	Maximum
Overall Length	24m	32m
Overall Beam		23m
Air Draft		1.2 x Overall Length
Freeboard	1.4m	

Lateral Ballast prohibited.

Engine - Propulsion for maneuvering in port and to be used for the safety of the crew (MOB, to sail and maneuver under conditions of strong wind and high seas). The propeller must be non-retractable. “

Hervé Favre questioned that on the basis that the Ultim Collective is not a class, how are they working with the FFV as a partner?

Jacques Lehn and Jean Kerhoas explained that the FFV were just offering advice to help the group in defining rules taking into account safety issues.

It was suggested to ask the Ultim Collective that the calendar should preferably be presented to ISAF before announcing it.

### 4. Reports on Recent Concordat Races

#### (a) La Route du Rhum 2014

Race Director Gilles Chiori reported that there were 91 boats racing in 5 Classes:

Class	Starters	Retirements
Ultim	8	1
IMOCA 60	9	2
Multi 50	11	6
Class 40	43	11
Rhum	21	5 (+1 DSQ)

St Malo race village welcomed 2.1 million visitors between 25 October and 2 November. Gilles noted that from an organizational point of view, the large range of finishing times from 7 days to 30 days was difficult and the race organisation in Guadeloupe was scaled down before the last arrivals. New race record times were established in all classes.

He noted that around 30 boats had small equipment problems in the first 36 hours

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of the race and considered that he should possibly be tougher on qualification passage requirements next time. He had developed a good working relationship with Maritime Rescue Co-Ordination Centres before the start of the race which was valuable in dealing with a dozen emergencies. Some boats were not responding to Channel 16 calls. Currently the advice given to competitors had been to have a listening watch on VHF Channel 72 and to monitor Channel 16. He wonders if the advice should be changed to: 'just maintain a listening watch on Channel 16' and felt that better communication would be achieved.

Regarding Traffic Separation Schemes, which were defined as an obstruction, 4 boats infringed, 1 retired and no further action was taken, a second sailing tangential to the zone, 'flirted' with the edge and was penalised. 1 sailed inside the Traffic Separation Lane the wrong way and was disqualified.

Management of 800 spectator boats at the start line and the Cap Fréhel turning mark was difficult and needs reviewing. Ideas are to keep spectator boats at the start or at the turning mark, but not permit them to follow the fleet the ten miles from the start line to the turning mark.

Gilles noted that it had been recently announced that Pierre Bojic (Director General – Société Pen Duick) would be retiring at the end of 2015. This is also related to the acquisition of a majority shareholding in OC Sport by Télégramme Group, a major French media, sports and entertainment group, as part of their diversification and development strategy. The Télégramme Group has been a media specialist for 70 years, and more recently acquired an events portfolio in sport and entertainment, including in sailing the famous Route du Rhum Destination Guadeloupe, and the Solitaire du Figaro Eric Bompard.

### 5. Update on Forthcoming Concordat Oceanic Races

#### (a) Volvo Ocean Race 2014-15

Jack Lloyd was unable to attend. Subsequent to the meeting, Volvo Ocean Race released statistics that during the period (October 2-11) :

313,463 visitors entered the Alicante Race Village.

58,208 visited on October 9, a bank holiday in the region. This was the highest total for a day.

#### (b) Barcelona World Race 2014-15

Andor Serra reported that the event had been working closely with IMOCA, there will be eight, (possibly nine) entries. Sailors from eight nations are involved. The race starts on 31 December and will be transmitted live on Canal Plus Spain. He hopes that the ISAF website will give more prominent exposure to the race, comparable to that of the Volvo Ocean Race. It was agreed that Andor Serra and Simon Forbes will co-ordinate contact details to ensure all required contacts are established.

#### (c) The Transat 2016

Hervé Favre of OC Sport advised that the race was planned to start from Plymouth in the first weekend of June, it will be for several classes: IMOCA, Class 40, Multi 50. The finish port of the race was still under discussion probably USA or possibly St Pierre et Miquelon as a feeder to Quebec.

#### (d) Quebec St Malo 2016

Sylvain Gagné reported that the race is planned to start Mid-Late July and would include IMOCA/Class 40/Multi 50 and would be open to big multihulls which would

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be started last in a pursuit race.

(e) Vendée Globe 2016-2017

David Brabis reported that the race will start on Sunday 6 November 2016 at 13:00. The current vision is that there are 15 projects which are felt to be 99% sure to compete. These are high quality projects from several countries, though currently there are no projects by women skippers. Working with IMOCA the target is 20-25 entries. The event will partner again with Sodebo. The Notice of Race will be published in mid-December, followed by the Media Appendix in early 2015.

### 6. Update on Forthcoming non-Concordat Oceanic Races

(a) Transat des Princes – May 2015

Hervé Favre reported that the sponsor, Société Commerciale pour la Promotion des Territoires (SCPT), have decided not to finance a European Race. OC Sport are investigating a trans-Atlantic race from Nice to Martinique starting in May for multihulls, Multi 50, MOD 70 and Ultim.

(b) Transat Jacques Vabre - November 2015

Manfred Ramspacher reported that this double-handed event will be for the following classes:

Class	Anticipated entries
Class 40	20
IMOCA 60	12-15
Multi 50	5
Multihulls 70ft-105ft	?

He felt that in the four-yearly cycle of events, the Transat Jacques Vabre (TJV), the year after the Route du Rhum is less well-supported than the TJV the year before the next Route du Rhum. The Notice of Race will be published on 12 December. Starting from Le Havre on 25 October the course is 5,500 miles to Itajai, Brazil. As the course is 70% longer than the Route du Rhum the time limit is important as the fleet can be well-spread in finishing time after making any technical pit stops. A small in port-race is planned in Itajai, which should not delay the IMOCA fleet heading back to St Barth for the B to B Race.

(c) Solidaire du Chocolat 2016 ?

The Chairman and Class 40 reported that they had no news about plans for this event.

### 7. Rolling 4 Year Events Program

The 4 year rolling events program 2015-2018 found in Appendix 1 was reviewed and updated.. The rolling 4-year program in Appendix 1 was approved and is now endorsed by ISAF.

**8. Judging Oceanic and Offshore Racing**

The updated section of the ISAF International Judges manual was received. It was noted that it was developed by the working party chaired by David Brunskill.

**9. Medical Support in Offshore Racing**

It was noted that a work group meeting was held on 2nd November regarding medical support in offshore racing. The meeting was organised on the initiative of Dr.Nebojsa Nikolic, member of the ISAF Medical Commission and Alf Magne Horneland, President International Maritime Health Association. Also present were Dr.Mark Tomson (Volvo Ocean Race) and Dr.Roger Nilson. The meeting developed on input from a workgroup meeting held in Barcelona on 17 October 2014 which included Jean –Yves Chauve.

The objective is to develop an IMHA/ISAF position paper on best practice to promote and maintain health in offshore yacht racing. The intention is to hold a further workshop during the 2015 ISAF Annual Conference.

Sylvain Gagné will forward details of the medical support for the Quebec-St Malo race.

**10. Next Meeting**

The next meeting is scheduled for Monday 27<sup>th</sup> April 2015 in Paris.

**11. Any Other Business**

There being no further business the meeting was closed.



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### Appendix 1 - Summary of Concordat and Other Events Calendar 2015-18

Concordat Events	Classes	2014	2015	2016	2017	2018
Barcelona World Race	IMOCA	31 Dec →	Spring			31 Dec
Volvo Ocean Race	VO 65	11 October →	28 June		October →	
The Transat	Mono Multi Classes 40ft +			May/June		
Vendée Globe	IMOCA			6 Nov →	February	
Québec St Malo	Multi Classes			July		
Route du Rhum	Various Classes					Nov

Other Oceanic Events	Classes	2014	2015	2016	2017	2018
Transat Jacques Vabre	Various Classes		Oct/Nov		Oct/Nov	
Transat B2B	IMOCA		December		December	
Transat des Princes?	Multihull Multi Classes		May			
Solidaire du Chocolat?	Class 40			March /April?		
New York-Barcelona	IMOCA					June
<b>Other Events</b>						
Clipper	Clipper →	July	Aug →	July		
America's Cup	AC 62				June	

## Major Oceanic Event Organisers Minutes



**Major Oceanic Event Organisers met at 11:00 – 13:30 hours on Tuesday 9 June 2015 at, Meeting Room 112, First Floor, Fédération Française de Voile, 17 rue Henri-Bocquillon, 75015 Paris, France.**

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6. Rolling 4 Year Events Program	8		

### Present:

Jacques Lehn – Chairman ISAF Oceanic Panel

Mike Golding – ISAF Oceanic Panel

Peter Bayer – Open Sports Management-(IMOCA 60)– Managing Director

Vanessa Boulaire – Class 40 – Director

Patrice Clerc – The Transat – OC Sport - President

Gaëtan Gouérou – IMOCA 60 – Secretary

Halvard Mabire– Class 40 – President

Manfred Ramspacher – Transat Jacques Vabre - Director (C.E.O. Sirius Evenements)

Simon Forbes – ISAF Technical and Offshore Manager

### Apologies:

Emmanuel Bachellerie – Ultim Coordinator

David Brabis - Vendée Globe – CEO

Gilles Chiori – La Route du Rhum – Pen Duick - Race Director

Franck David – Multi One Design – CEO

Hervé Favre – The Transat - OC Sport – Offshore Sailing Events Director

Alain Gautier – ISAF Oceanic Panel

Sylvain Gagné – Québec St Malo - President

Jean Kerhoas – IMOCA 60 – President

Sir Robin Knox Johnston – Clipper Ventures PLC

Jack Lloyd – Volvo Ocean Race – Race Director

## 1. Opening of the Meeting

Jacques Lehn (Chairman) welcomed all present to the meeting. He summarised that the meeting originally scheduled for April 27 had been postponed. Due to the change to the new date he had known that not everyone would be available to attend, however following the annual meetings of Class 40 and IMOCA he felt that the meeting was needed. Some written reports have been submitted by other representatives who were unable to attend.

## 2. Minutes of the Previous Meeting

(a) Minutes

The minutes were noted of the Major Oceanic Event Organisers meeting of 4 December 2014

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(which had been circulated and approved after the previous meeting).

(b) Minutes Matters Arising

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

### 3. Updates from Classes

(a) Class 40

i) Update from class general assembly

Vanessa Boulaire (who has now replaced Muriel Robin as Director of Class 40 on a permanent basis), presented developments from the Annual General Meeting.

Francois Angoulvant stood down as President. Halvard Mabire was elected as the new President. Members of the Executive Board are now elected for 3 years.

To date 143 Class 40 have been built with one new boat (Owen Clarke Design -USA) so far in 2015 and 5 boats under construction: 2 Mach 40.2, 1 Mabire, 1 Pogo S3 (Japan), 1 Tizh(Verdier). Some first generation boats are still competitive, the second hand market is strong. Several boats have been sold to countries new to Class 40 such as Brazil and Japan.

For 2015 the Class Association has so far 62 members with 34 valid Measurement Certificates.

ii) Evolution of class rules

Minor amendments were approved – a proposed change to allow outriggers for sheets (RRS 50.3) was narrowly defeated.

iii) An update on the keel failures of the Class 40's #139 and #140

An 'expertise judiciaire'/ forensic examination is under way involving the various sub-treatments that have contributed to the design, the certification and manufacturing of the keels. Investigations are underway, the appointed expert (Jean Sans) has not yet reported his findings.

Boats # 139 and # 140 will be sailing again soon with new keels of standard construction like the other Class 40s of the circuit.

iv) Calendar of class events

In 2015 the main events in the program are Record SNSM (Saint Nazaire-Saint Malo), Normandy Channel Race (May), RORC Fastnet Race and Transat Jacques Vabre.

(b) IMOCA 60

i) Gaëtan Gouérou presented an update from class general assembly on the 29 April. The Executive Board is now:

President : Jean KERHOAS

Jean LE CAM – Vice - President

Luc TALBOURDET – General Secretary

Armel LE CLEAC'H – Treasurer

Vincent RIOU – President of the Technical Committee

Alex THOMSON

Marc GUILLEMOT

## Major Oceanic Event Organisers Minutes (cont.)

Jérémie BEYOU

### ii) Update on fleet

There are 21 active projects, 77 members and the number of active projects is anticipated to reach 24.

There are six new boats this year, the first launched was 'Safran' in March 2015 and 'Banque Populaire' in June 2015. There have been 12 boats changing ownership, which gives a potential for 30 boats.

### iii) Evolution of class rules

The class rules draft from October 2014 was approved by ISAF, following the reinstatement of a requirement for a storm jib and building plan review (details below).

### iv) Update regarding IMOCA Class and the ISAF Building Plan Review

Following meetings between Gregoire Dolto, Convenor of ISO TC188, Working Group 18 on Small Craft Structures and IMOCA representatives, an agreement was reached that is acceptable to ISAF relating to the ISAF Offshore Special Regulation hull construction requirements.

The Class Rules now state:

"The boat shall have:

- been designed, built and maintained in compliance with the requirements of ISO 12215 Category A, as amended by the notified body ICNN, agreed by the Convenor of ISO WG18 and published on the IMOCA website;

- on board a certificate of IMOCA building plan review from ICNN; "

The specific amendments are:

EN ISO 12215-5:2008 Hull construction and scantlings –

Part 5: Design pressures for monohulls, design stresses, scantling determination

Application of all applicable requirements of the standard to all elements of the scope except:

Excluded requirements:

- Fibre mass of sandwich skins (clause 10.5.6)

Excluded elements:

- Structural bulkheads (clause 11.8)

Modified requirements:

- Assess plating and stiffeners according to WD 12215-5; 2015-02-01,
- Accept FEA analysis to justify the scantling of structural elements including watertight bulkheads.

EN ISO 12215-8:2008 Hull construction and scantlings –

Part 8 : Rudders

Application of all applicable requirements of the standard to all elements of the scope except:

Excluded requirements:

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- Requirements concerning rudder skins (clause 13.3.1.2)

EN ISO 12215-9:2008 Hull construction and scantlings –

Part 9 : Sailing Craft appendages

Application of all applicable requirements of the standard to all elements of the scope except:

Excluded Elements:

- Centreboards “

### v) Calendar of class events

Peter Bayer, Managing Director of Open Sports Management (OSM) summarised the calendar of class events for the IMOCA Ocean Masters World Championship.

The four-yearly program is based around the two round the world races: the Barcelona World Race and the Vendée Globe. Over the 2013/14 period which concludes with the two-handed Barcelona World race the winner was Jean Le Cam, second Bernard Stamm, and third Guillermo Altadill.

The 2015/16 championship concludes with the solo Vendée Globe. For 2015, the IMOCA fleet will join the RORC Fastnet Race (2-handed, coefficient 1) and the Transat Jacques Vabre (2-handed, coefficient 3). The first opportunity to qualify for the Vendée Globe 2016 (solo, coefficient 10) will be the B to B race (solo, coefficient 4). Organised by OSM, the single-handed race starts on 6 December 2015 from St Barth, in the Caribbean with a finish in Roscoff, Brittany, France.

OSM are also planning a new solo race New York – Les Sables, from New York proposed starting 29 May 2016 to Les Sables d'Olonne (FRA) (solo-coefficient 4).

Jacques Lehn advised that Hervé Favre on behalf of the ISAF Concordat event 'The Transat' was unable to attend the meeting. However Hervé, Jacques, Peter Bayer and Gaëtan Gouérou had attended a meeting the day before regarding the planning of the New York – Les Sables race and its conflict with 'The Transat'. (Further minuted under Item 4(c)).

### (c) MOD 70 – Multi One Design

Frank David sent a report regarding the dispersed fleet:

MOD01 - Race for Water is still on the Race for Water Odyssey, a sailing expedition to study and raise awareness against plastic pollution. (News items covered on ISAF website). The boat is now between Easter Island and Kiribati Island. The boat sailed 18.000 miles from 15 of March until now, with no technical problems. The end of the Race for Water Odyssey will be at the beginning of December, just before COP21 (the United Nations Climate Change Conference) in Paris. More info on the R4W0 on [www.raceforwater.org](http://www.raceforwater.org)

MOD02 (ex Veolia) 'Orion' will continue it's racing campaign on the USA West Coast.

MOD03 (ex Foncia) has been sold to Lloyd Thornburg. The name of the boat is 'Phaedo<sup>3</sup>' (USA Flag). The skipper of the boat is Brian Thompson.

MOD06 Oman (Sidney Gavignet) will participate in many competition and records in Europe, as last year.

MOD07 (ex Paprec) has been bought by Tony Lawson and is called 'Concise 10', the boat captain is Ned Collier-Wakefield.

03, 06 and 07 will probably compete in the RORC Fastnet Race and 03 is competing

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in the New York Yacht Club/RORC Transatlantic Race..

(d) 'Ultim' – Maxi Multihulls

Emmanuel Bachellerie on behalf of the "Collectif Ultim" was unable to attend the meeting but sent a set of class rules. As advised at the previous meeting, the overall length( $L_H$ ) shall be between 24.0m and 32.0m. Maximum beam 23m, maximum air draft =  $1.2 \times L_H$ . It was noted that this excludes MOD 70s and Spindrift 2.

From press interviews, the solo non-stop around the world race is now contemplated for 2019 and before that the Ultim could participate in races like Transat Jacques Vabre and La Route du Rhum.

### 4. Update on Concordat Races

(a) Volvo Ocean Race

The 2014-15 race is nearing completion with all 7 yachts back in the race.

Due to the timing of the meeting, which clashed with the Lorient arrival, Jack Lloyd was unable to attend.

From a Volvo Ocean Race media report :

CEO Knut Frostad unveiled in a presentation in Newport(USA) an ambition of eight to 10 boats for the next edition for 2017-18. Costs for a newly built, Volvo Ocean 65 one-design boat have been pegged at the same basic price of €4.5million as it cost at its launch three years ago.

All seven identical boats, which will finish the 12th edition in Gothenburg, Sweden, on June 27, will be returned for use in 2017-18, but the race organisers will build new boats depending on demand.

"We want new teams to join us - but our priority is to get as many existing teams as possible back on the start line."

Frostad said improvements would be announced November 17-19 2015 which will be made to the existing Volvo Ocean 65s, to improve the boats on a number of fronts including energy generation and consumption, and communications. The fleet would then be refitted between November 2016 and May 2017. New sail designs would be ready for delivery by March 1, 2017, ahead of the next race start in October 2017.

The chief executive will make it easier for new sponsors to enter and that would be spearheaded by a major editing of its rules book for teams and ports. It currently runs to 247pages, the new, more concise version would be ready by September 2015.

Frostad said he also wanted to see onboard communications improvements to keep pace with the ever-changing media landscape. One would be the introduction of GPS-directed camera drones, which could offer fans far more aerial coverage of the boats at sea than is currently available

Several ports, including the start in Alicante(ESP), had already been settled for 2017-18, and the route for the next edition would be revealed in January 2016.

(b) Barcelona World Race

It was noted Andor Serra has departed as General Manager of FNOB (Fundació Navegació Oceànica Barcelona).

Peter Bayer advised that IMOCA had signed an agreement with FNOB for the next three events up to 2026.

## Major Oceanic Event Organisers Minutes (cont.)

### (c) The Transat 2016

Patrice Clerc, President of OC Sport, advised that The Transat start is planned for 8 May from Plymouth (GBR) heading to either Newport, Rhode Island, or New York. Classes invited to take part in The Transat 2016 edition include the Class 40 monohulls, and Multi 50 multihulls, IMOCA 60 Class and multihulls measuring from 51ft-105ft.

From the perspective of other sports, Patrice Clerc found it a strange situation that a long-standing, protected ISAF Concordat event such as the Transat should be threatened by a new event (IMOCA/OSM New York-Les Sables). Patrice Clerc felt that the conflict situation would threaten the organisation of the oceanic race calendar by ISAF.

Jacques Lehn reported on a meeting held on 8 June between Jacques Lehn, Hervé Favre(OC Sport), Peter Bayer(OSM) and Gaëtan Gouérou (IMOCA) regarding the planning of the New York – Les Sables race and its conflict with 'The Transat'.

Summarising:

- Open Sports Management explained why they have decided to start their race on 29 May.
- This date will only leave around a week for IMOCA boats to prepare for the return trip if they compete in the 'The Transat' starting on 8 May.
- The Transat is an ISAF Major Event with an ISAF Concordat agreement.
- There had been discussions in the past between OSM and OC Sport regarding OSM acquiring the rights of The Transat. OSM had discussed the rights as a move to better control the IMOCA programme, but these talks had ended sometime ago..
- All IMOCA boats will have to cross the Atlantic twice and from a marketing and media point of view it is awkward if the race schedules do not enable participation in both races.
- IMOCA in their General Assembly meeting had voted to support the new event, OSM's (New York-Les Sables (FRA)).

Mike Golding recalled that OC Sport did postpone, at the request of IMOCA, their Transat 2012 in favour of IMOCA's Istanbul Europa Race. However he understood IMOCA's desire to control their race programme.

Halvard Mabire's position was to support the historical events with a fixed program.

Peter Bayer's response was: we have in all meetings clearly stated that we could not vote for the Transat as part of the world championship but clearly we have decided to protect the Transat by not conflicting with the date.

Jacques Lehn concluded that at the end of the meeting held the day before, he had asked OC Sport and OSM to reconsider moving the dates of their races, The Transat one week forward, the New York- Les Sables one week later in order to make participation in both races realistic.

### (d) Québec St Malo 2016

Sylvain Gagné – President of Québec St Malo – had submitted a report to the Chairman. The start date is scheduled for 10 July 2016 at 1300 and the event is open to 'all classes'. The start will be from Québec(CAN), however the finish is not confirmed as St Malo(FRA). Hoping for a fleet of maybe 40 boats. Class 40, IMOCA, Multi 50 and maybe a smaller class. Hoping to get entries from 5 old Volvo yachts. The pre-Notice of Race

## Major Oceanic Event Organisers Minutes (cont.)

will be issued before the end of June 2015.

Halvard Mabire noted that the Class 40 Atlantic Cup will start 28 June 2016 and involves three ports including New York and a finish in Portland, Maine (USA). This will act as a feeder to the Quebec St Malo.

(e) Vendée Globe 2016-17

David Brabis, Vendée Globe – CEO, sent his apologies for not attending and a report:

There are 19 entries confirmed or in the process of confirmation. Hoping to achieve 23 to 25 entries. Missing at the moment are any female skippers, which would be not represented for the first time since the 1992/93 race.

The starting area has been modified after consultation with the skippers and IMOCA. It will be closer to the exit of the channel. The advantages are: less manoeuvres for the skippers, smaller starting zone to be marshalled, reduced time afloat for followers on the water.

The course is under review, the skippers are in the majority favourable to a return to an exclusion zone in the south (and not a system of ice gates as used in 2012). This subject is still being analysed.

The SAEM organisers are working on the international promotion, particularly Germany and China. Audio visual contracts for production have been awarded to Néfertiti and Amaury Sport Organisation for the distribution.

(f) La Route du Rhum 2018 – no report as early stages of preparation.

## 5. Update on non-Concordat Oceanic Races

(a) Transat Jacques Vabre – 2015

Manfred Ramsbacher – Director (C.E.O. Sirius Evenements) reported that he is anticipating a fleet of 50 boats for the race starting from Le Havre (FRA) on the 25 October 2015. He is fairly sure there will be around 20 IMOCA 60s, 15-20 Class 40s, 5 or 6 Multi 50s, 4 or 5 bigger multihulls (70'-105'). The destination is Itajai, Brazil.

Halvard Mabire observed that a good destination, and a long race, was preferable to a shorter race to worse destination. In selecting a host port the safety of the competitors should never be forgotten. He questioned why the Transat Jacques Vabre was not a Concordat event, bearing in mind it had been running since 1993.

It was agreed to progress a Concordat agreement.

(b) Clipper Round the World Race 2015-16

Sir Robin Knox Johnston was unable to attend. From the event website it can be noted that:

The race will start from London(GBR) on Sunday 30 August 2015. The schedule is:

Rio de Janeiro(BRA) 26 Sept- 7 October, Cape Town(RSA) 21-31 October, Albany (Western Australia) 22 Nov-1 Dec, Sydney(AUS) 12 – 26 Dec, Sydney-Hobart Race, Hobart depart 2 January, Whitsundays, Queensland (AUS), Qingdao, (CHN), West Coast USA, Panama, East Coast USA, Derry/Londonderry(IRL/GBR), Europe, London.

The fleet is the 12 Tony Castro-designed 70 foot yachts. (also see Item 6(b)).

(c) OSM Transat B to B

This solo race for IMOCA 60s will start from St Barth(Caribbean) on 6 December 2015,



## Major Oceanic Event Organisers Minutes (cont.)

with the finish in Roscoff, Brittany (FRA).

(d) OSM Race New York-Les Sables d'Olonne 2016

This solo race for IMOCA 60s is currently planned by OSM to start 29 May 2016, with a finish in Les Sables d'Olonne, Vendée (FRA). (See also Item 4(c)).

(e) Sailing the Arctic Race Project

Jacques Lehn reported that he had just held a meeting with Guillaume Henry, Chief Operating Officer of Sailing the Arctic Race Project. (Guillaume was former CEO of Vendée Globe 2012/13).

This project, organised by a group in Victoria, British Columbia(CAN) led by Robert Molnar, intends to be the first ever yacht race through the North West Passage and is supported by Sail Canada.

The event is scheduled to start from New York in July 2017 with the intention of finishing in Victoria, British Columbia on the west coast of Canada in October. The 7,700 mile course is:

New York-Halifax, Nova Scotia - 550 nm

Halifax-Nuuk, Greenland - 1500 nm

Nuuk-Cambridge Bay, Nunavut - 1600 nm

Cambridge Bay-Tuktoyaktuk - 650 nm

Tuktoyaktuk-Dutch Harbor, Alaska - 1675 nm

Dutch Harbor-Victoria, British Columbia - 1750 nm

The intention is for the race to be sailed in a new one design, the STAR 46. The design, by YCC GmbH in Austria and Vincent Lebrailly Yacht Design, features a canting keel, a single daggerboard and twin rudders.

Halvard Mabire believed that the route had not been possible for the last three years without an ice breaker. He felt that ISAF has a role to take care of what sailors do in the Polar regions.

The participants felt that the presented idea was interesting but expressed strong doubts about the proposed start date in 2017 and the suitability of the proposed composite one design boats.

(f) Other Projects ?

i) Josh Hall's Global Ocean Race for Class 40s - which was postponed to September 2015, is believed to not be active. Halvard Mabire commented that some Round the World Race for Class 40 could be expected in the future and that some US-based Class 40s may depart Newport, Rhode Island (USA) for a round the world voyage in the Autumn this year.

ii) Trophée Jules Verne

It seems that there will be two attempts on the fully-crewed non-stop around the world record starting in Autumn 2015, Spindrift 2 (YannGuichard) (ex Banque Populaire V) and Idec (Francis Joyon) (ex Groupama 3/Banque Populaire VII).

## 6. Rolling 4 Year Events Program

## Major Oceanic Event Organisers Minutes (cont.)

- (a) The 4 year rolling events program for the coming years was reviewed and updated for formal approval at the next meeting. (See Appendix 1)
- (b) A request from Sir Robin Knox Johnston was noted: "I would still like to have the Clipper Race recognised as an ISAF event. The fact that it is not, but all the professional oceanic races are, gives the impression that ISAF is not supporting the introduction of new people to our sport, from 42 nations in this coming race. 40% have never been aboard a boat when they join our mandatory 4 week training sessions, and most take up our sport subsequent to their Clipper Race. In 9 races around the world since 1996 we have introduced some 3,500 people to our sport. »

The consensus of the meeting was that the Clipper Race should be invited to enter a concordat agreement with ISAF and then be granted ISAF Major Oceanic Event Status.

### 7. Next Meeting

**Please note: Thursday 10 December 2015, 1100-1600 at FFV, Paris.**

### 8. Any Other Business

Traffic Separation Schemes – RRS 48.2

Mike Golding and Halvard Mabire raised a discussion regarding the effect of RRS 48.2 which says: "A boat shall comply with rule 10, Traffic Separation Schemes of the IRLCAS. "

Following protests in the recent Volvo Ocean Race Leg on the departure from Newport, Rhode Island where Team SCA, Dongfeng Race Team and MAPFRE all admitted sailing the wrong way in Traffic Separation Schemes (TSS) and were each penalised a point. Mike and Halvard had concerns that the Racing Rule should not be subject to boat to boat protests. They also considered that the application of the Racing Rule should not be interpreted in a more onerous manner than the COLREGS are applied by other authorities.

In view of uncertainty of jury interpretation, there was a preference from a competition point of view that Race Organisers define Traffic Separation Schemes as exclusion zones. From a safety point of view there should be flexibility as exclusion zones combined with weather conditions could cause a yacht to be forced in to a hazardous situation even when there is no shipping in the area.

It was agreed that the document 'International Judge's Manual – Chapter 'O', Judging Oceanic and Offshore Racing' could be reviewed regarding this subject.

It was agreed to place this on the agenda of the next meeting.

There being no further business the meeting concluded at 1330.

Attached: Appendix 1 Summary of Concordat and Other Events

## Major Oceanic Event Organisers Minutes (cont.)

### Appendix 1 - Summary of Concordat and Other Events Calendar 2015-18

Concordat Events	Classes	2015	2016	2017	2018	
Barcelona World Race	IMOCA	End Spring			31 Dec	
Volvo Ocean Race	VO 65	End 28 June		October →		
The Transat	Mono Multi Classes 40ft +		8 May* TBC			
Vendée Globe	IMOCA		6 Nov →	February		
Québec St Malo	Multi Classes		10 July			
Route du Rhum	Various Classes				Nov	

Other Oceanic Events	Classes	2015	2016	2017	2018	
Transat Jacques Vabre	Various Classes	25 Oct		Oct/Nov		
Transat B2B	IMOCA	6 December		December		
New York-Vendee	IMOCA		29 May* TBC			
New York-Barcelona	IMOCA				June	
<b>Other Events</b>						
Clipper	Clipper	30 Aug →	July			
America's Cup	AC 48			June		

## Major Oceanic Event Organisers Minutes (cont.)