

Major Oceanic Event Organisers Minutes 10 December 2015 and 14 June 2016**Major Oceanic Event Organisers met at 11:00 – 16:30 hours on Tuesday 10 December 2015 at Fédération Française de Voile, 17 rue Henri-Bocquillon, 75015 Paris, France.**

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Present:

Jacques Lehn – Chairman ISAF Oceanic Panel
Mike Golding – ISAF/World sailing Oceanic Panel
Alain Gautier – ISAF/World Sailing Oceanic Panel
Emmanuel Bachellerie – Ultim Coordinator
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 - OC Sport - Race Director
Damien De Pas – Transat Québec St Malo – Race Director
Hervé Favre – The Transat - OC Sport – Offshore Sailing Events Director
Xosé-Carlos Fernández - Barcelona World Race - CEO
Gaëtan Gouérou – IMOCA 60 – General Secretary
Jean Kerhoas – IMOCA 60 – President
Sir Robin Knox-Johnston – Clipper Ventures PLC - Chairman
Jack Lloyd – Volvo Ocean Race – Race Director
Halvard Mabire– Class 40 – President
Manfred Ramspacher – Transat Jacques Vabre - Director (C.E.O. Sirius Evenements)
Simon Forbes – World Sailing Technical and Offshore Manager
David Brunskill – World Sailing Offshore and Oceanic/IJSC judging working party

1. Opening of the Meeting

Jacques Lehn (Chairman) welcomed all present to the meeting. He noted that the International Sailing Federation (ISAF) was changing its name to 'World Sailing' and that currently the organisation is looking for a new CEO. In addition to the existing major events, World Sailing is in the process of signing Concordat agreements with the Transat Jacques Vabre and Clipper Ventures Round the World race.

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

The minutes were noted of the Major Oceanic Event Organisers meeting of 9 June 2015 (which had been circulated and approved after the previous meeting).

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(b) Minutes Matters Arising

Robin Knox Johnston raised the question of recognition of the Trophée Jules Verne.
(See Item 10(a) – Any other business).

3. Updates from Classes

(a) Class 40

i) Class Activity

Vanessa Boulaire and Halvard Mabire, presented developments. For 2015 there are 104 class members, 46 valid measurement certificates, 26 boats have been sold during the year, 4 new boats were built and 2 more are under construction. The average price for a second-hand boat is €120k-150k, the boat that won the Transat Jacques Vabre maybe €400k. New production boats are around €450, and €550 for a one-off.

To date 146 Class 40 have been built with #147 and #148 under construction.

ii) Evolution of class rules

No major changes are planned for the class rules. The annual general meeting is planned for Caen on January 30th.

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

The appointed expert (Jean Sans) has reported his findings which await the court process.

Boats # 139 and # 140 have been fitted with new keels of standard construction like the other Class 40s of the circuit.

iv) Calendar of class events

In 2016 the official championship event calendar is : The Transat (about 12 boats), The Atlantic Cup(USA), Québec Saint-Malo (maybe 20-25 boats) and The Normandy Channel Race(FRA).

Other events in Europe: Grand Prix Guyader, Armen Race, RORC Myth of Malham, Record SNSM (Saint Nazaire-Saint Malo), Round Isle of Wight Race, RORC Cowes-Dinard.

Other events in North America and Caribbean: Caribbean 600, Newport to Bermuda, Ida Lewis race and Vineyard Race.

(b) Volvo Ocean 65

i) Class Activity

Jack Lloyd reported that the class had received ISAF Class Status at the recent ISAF annual meetings.

'Team Brunel' has recently competed in the Atlantic Rally for Cruisers (ARC) and will do corporate sailing in the Caribbean this winter and then in Europe in the summer. Volvo is continuing to keep running its 'Boatyard' set up which is a tent in Alicante(ESP) with three boats stored under cover – Team SCA, Team Vestas Wind and Team Alvimedica. Mapfre is in Sanxenxo(ESP), Dongfeng Race Team is based in Cowes-Southampton (GBR), while Abu Dhabi Ocean racing is in Lisbon(POR) under cover. Team SCA is for sale for €1.5million.

Dongfeng may be doing an event in the UK in February. Team Vestas Wind (which was badly damaged when running aground) after the repairs came out 7kg under

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weight before correctors weights were added.

If somebody wants to order a new boat they will deal with Persico in Italy, although the deck mould is still at Multiplast(FRA) at the moment. Jack Lloyd noted that if a new boat construction was started before Christmas they could build a total of 3 boats for the next race. Volvo don't envisage more than 10 boats competing in the next race.

The cost of shipping Dongfeng's replacement mast to South America was €500k. In the pre-race build up, boats will be able to use sails made by any sailmaker complying with 2-d measurements. The sails for the next race will be finalised in May-June 2017.

Some changes will be made to the galley area and the fuel tanks. There will not be much evolution in the Class Rules.

ii) Calendar of Events

There will be a meeting in late January 2016, Volvo won't take on the management of other races, but races such as the RORC Fastnet race 2017 may be supported.

2 out of the 7 boat sponsors have announced they will not be entering the next race. (Team SCA and Team Alvimedica.)

Alain Gautier asked: "Is the Volvo Ocean Race for sale?"

Jack Lloyd advised that the race is owned by Volvo Group and Volvo Cars. The owners are committed to the next race.

Alain asked : "When do you decide to change the class of boat ? As the decision on the boat for the race to be held after 2017/18 could affect the year [2020?] In which that race starts.

Jack Lloyd said that it is planned to make that decision between the end of 2015 and the first quarter of 2016. Three of the boats are owned, one is leased through a US company and the rest are leased through a Volvo financial services company in Spain.

Knut Frostad is retiring as CEO of the Volvo Ocean Race, and it is hoped to have a new CEO in place by 6 February 2016.

Volvo plan to announce the route for the next race in Quarter 1 of 2016, ports are signed up, but it is at the discretion of the host port when they wish to make the announcement. Volvo are already committed to starting from Alicante(ESP). (see Item 4(a)).

(c) 'Ultim' – Maxi Multihulls

Emmanuel Bachellerie on behalf of the "Collectif Ultim" stressed that the collectif was an owners association and not a class. Their main goals are to maximise skipper safety, form a homogenous fleet, sporting fairness.

The fleet: 'Banque Populaire', 'Macif' and 'Sodebo' since the end of 2013. 'Actual' since September 2015, possibly 1 or 2 more by next summer.

'Idec' had joined, but has now left as they are not in favour of Brest as the host city for the World Tour 2019, the main objective of the collectif.

Brest has been chosen as the host city for the 2019 World Tour, the host city will work with the department (Finistère) and the Region (Brittany), there is a consequent budget (public and private funds) and a significant commitment to work together.

The programme of the Collectif Ultim is:

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2016	2017	2018	2019
May	June	Spring	Spring
The Transat	The Bridge	Mediterranean Project (under study)	Prologue for World Tour
June-December	September-December	November	December
Record campaigns	Under consideration	Route du Rhum	World Tour starting from Brest

The rules for the boats are basically length minimum 24m, maximum 32m, maximum beam 23m.

Air draft 120% of length. Clearance under crossbeams at their intersection with the hulls minimum 1.4m. (1.7m for boats launched after 1 January 2015).

It was understood that the consequence of these rules is that 'Spindrift 2' is too long, and that 'Prince de Bretagne' has too small clearance under the crossbeams.

These rules may evolve, however innovation is a big part of the Ultim idea. The cost of a new boat is around €11.5 to €12.5million, though some are €15million.

Banque Populaire are building a new trimaran and so is Gitana Team, though Gitana are not sure to join the Collectif at the moment.

The Bridge is an event starting from St Nazaire on the 24 June 2017 as a race against 'Queen Mary 2' ship. The Transat Jacques Vabre (Autumn 2017) may be in the calendar.

To compete in the World Tour a boat needs to be a member of the collectif Ultim. During 2016 the collective will work with the Brest contacts, because the Ultim Collectif will not be the Brest organiser.

Alan Gautier asked : "What is the ISAF opinion of events where there is less than 5 boats in a class? – It is a question for the sport"

In the recent Transat Jacques Vabre, the leaders (Ultims) arrived over 4 days before the next class.

(d) IMOCA 60

Gaëtan Gouérou presented an update

i) Update on fleet

There are 24 active projects, 78 members of the association, 24 full members, 53 associate members. There are 28 pre-registered entries for the Vendée Globe.

20 IMOCA 60s competed in the Transat Jacques Vabre.

There were 11 retirements for various reasons. 5 new boats with not much training 9 skippers who had changed to an existing boat. The weather was particularly difficult during the first few days.

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Cause of Retirement	Number of boats
Rigging Issues	3 boats (including 1 dismasting)
Sail Issues	2 boats
Hull Issues	3 boats (Safran, Hugo Boss, St Michel Virbac)
Other retirements	Adjustments (Edmond de Rothschild) Keel fairing (SMA)

Among the new boats, the two boats most damaged were: Safran and Hugo Boss, the boats are being inspected and no conclusions have been reached yet. St Michel Virbac had minor damage and discussions are underway with designers. One of the new boats fitted with foils (Banque Populaire VIII) finished 2nd in the Transat Jacques Vabre. Many of the new boats had been launched late, the building had been complex and taken 3 to 4 months longer than originally anticipated and the boats had not been tested enough before the race. Edmond de Rothschild retired for numerous small reasons not related to the hull structure. Hugo Boss may have hit something in the water.

The innovative concept of the construction of the new boats is many transverse frames with few longitudinal reinforcement members. Designers have now advocated additional reinforcement of the boats. The reinforcements proposed have no relation with the waivers obtained regarding the ISO 12215 (thickness sandwich skins).

Robin Knox Johnston, said that he had spoken to Alex Thomsen regarding the capsize of Hugo Boss. He understood that the boat was rolled upside down whilst hove-to with water in the windward ballast tank and the keel canted a little to leeward and one foil was down. Mike Golding raised concern that the Class Rule amendments may have made the boats more susceptible to being rolled over and remaining upside down.

7 boats started the solo return race the Transat St Barth-Port La Foret including Edmond de Rothschild after repairs. [Note: Subsequent to the meeting, Edmond de Rothschild crossed the Atlantic without problems finishing 2 days 18 hours ahead of the second boat.]

ii) Calendar of class events 2015-16

Race	Year	Number of crew	Points Coefficient
RORC Fastnet	2015	2	1
Transat Jacques Vabre	2015	2	3
Transat St Barth-Port la Foret	2015	1	4
Transat New York - Vendee	2016	1	4
Vendée Globe	2016	1	10

4. Update on Concordat Races

(a) Volvo Ocean Race

The next Volvo Ocean Race will start in October 2017 from Alicante and the stopovers will include:

Alicante, Spain

Auckland, New Zealand

Cape Town, South Africa

Cardiff, Wales

Gothenburg, Sweden

Lisbon, Portugal

Newport, Rhode Island, USA

It is hoped that there will be between 7 and 10 boats racing.

(b) Barcelona World Race

Xosé-Carlos Fernández of FNOB (Fundació Navegació Oceànica Barcelona) was welcomed to his first meeting. In Summer 2015, after the finish of the last Barcelona World Race he had taken over the role of CEO from Andor Serra. The next Barcelona World Race is planned to start sometime between 1st December 2018 and 1st Week of January 2019. It was noted that IMOCA and FNOB have signed an agreement for the next 3 editions of the race.

Giles Chiorri noted that for some IMOCA boats which wish to do La Route du Rhum and Barcelona World Race, the later start of the Barcelona Race gives more time to get to Barcelona from the Route du Rhum finish.

(c) The Transat 2016

Hervé Favre and Gilles Chiori reported that effective 1 January 2016, OC Sport France is managing all activities previously under the Pen Duick company including La Route du Rhum. OC Sport France also manage 'The TransatTM'

OC Sport UK in Cowes(GBR) run the Extreme Sailing Series, Artemis Offshore Academy and Dongfeng Race Team. Other 'outdoor' activities (running/cycling etc.) are run from the Lausanne Office.

There will be a warm-up voyage (before the race itself) from St Malo(FRA) to Plymouth(GBR) with guests and media aboard. The race will start from Plymouth on Monday 2 May.

Entries so far include 3 Ultim, 4 or 5 IMOCA 60, 5 Class 40 and 4 Multi 50.

Loick Peyron will sail the 1964 OSTAR winner 'Pen Duick II' in company with the race fleet as a means to promote the heritage of the 'The TransatTM'

Gilles Chiori has been appointed Race Director.

(d) Transat Québec St Malo 2016

Damien De Pas introduced himself to the meeting as the new Race Director for the Transat Québec St Malo 2016. The first start will be on 10 July, there will be a class for large multihulls including MOD 70 with no upper size limit. It is hoped that there will be around 20 Class 40s, 5-7 Multi 50s and an open class making a total entry of 30 to 40 boats. It is not anticipated that IMOCA 60s will compete. The race will finish in St Malo, despite earlier negotiations with other ports.

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(e) Vendée Globe 2016-17

David Brabis, Vendée Globe – CEO reported that there are 28 registered and pre-registered entries. Currently there are no women entered. 7-8 are non-French entries. A press conference will be held end of January/early February 2016. The race village will open on 15 October and the start will be 6 November. Regarding ‘ice gates’, in common with the Volvo Ocean Race and Barcelona World Race it has been decided to implement exclusion zones.

(f) La Route du Rhum 2018

Gilles Chiori reported that the race will be from St Malo to Guadeloupe as usual. No major changes are planned. The start will be late October, early November 2018.

5. Update on non-Concordat Oceanic Races

(a) Transat Jacques Vabre – 2015

Manfred Ramspacher – Director (C.E.O. Sirius Evenements) reported that the event continues to be strong with the number of entries and the quality of the participants.

The race that just finished had 42 boats including 4 Ultim, 20 IMOCA, 4 Multi 50, 14 Class 40. 25 boats finished in Itajai (BRA). Of the 17 retirements, 11 IMOCA, 2 Ultim, 1 Multi 50 and 3 Class 40. There were two incidents involving the rescue authorities: The crews of the trimaran ‘Prince de Bretagne’ and the IMOCA 60 ‘Hugo Boss’ were both rescued by helicopter so all skippers made it safely ashore.. Both boats were later towed to shore by tugs organised by the competing boat’s shore team. The race finishes were close in IMOCA 60 (not more than 30 miles between leaders) and Class 40 (not more than 9 miles).

Manfred confirmed that the plan is to run the race in 2017.

As mentioned by Jacques Lehn in his opening remarks it was agreed to progress a Concordat agreement between World Sailing and the event owners. Jacques Vabre lawyers are currently reviewing the document.

(b) Clipper Round the World Race 2015-16

Sir Robin Knox Johnston noted that the 10th race is underway and the 12 boats are currently just east of Tasmania on their route to Sydney(AUS). There are 720 sailors taking part in some of the race, including 115 doing the whole race. 4,000 Sailors from 44 nations have taken part in the Clipper Races. The races are introducing people to ocean racing as 40% have never been on a yacht before.

The race programme 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), Seattle USA, Panama, New York(USA), Derry/Londonderry(IRL/GBR), Den Helder(NED) , London.

The fleet are 12 Tony Castro-designed 70 foot yachts.

Robin reported that sadly for the first time in the long history of the race, there was a fatal injury to a crew member on ‘IchorCoal’ (CV21). Andrew Ashman was involved in reefing the main sail, in moderate seas just after midnight local time in a strong breeze building to 21-27 knots, approximately 120 nautical miles off the Portuguese coast heading south towards Brazil in the first leg of the race. He was given immediate medical assistance and attempted resuscitation but failed to regain consciousness. The boat linked immediately by satellite phone to the medical team at Praxes Medical Group, the Clipper Race remote telemedicine support service based in Halifax, Canada, where a doctor

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provided additional advice and guidance during the emergency.

The UK Marine Accident Investigation Branch are currently conducting an investigation.

As mentioned by Jacques Lehn in his opening remarks it was agreed to enter a concordat agreement with World Sailing and the event would then be granted World Sailing Major Oceanic Event Status.

(c) OSM IMOCA 60 Transat St Barth-Port la Foret

This solo race is currently underway with 7 IMOCA 60s racing which start from St Barth(Caribbean) on 6 December 2015, with the finish in Port la Foret (FRA).

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

Peter Bayer reported that this solo race for IMOCA 60s will start 29 May 2016, with a finish in Les Sables d'Olonne, Vendee (FRA). 14 boats are registered. Boats that are not competing in 'The Transat™' will gather on 17 May in Newport, Rhode Island (USA). 21 May there will be an overnight prologue race to North Cove Marina, New York. On 27 May there will be a charity race on the Hudson River and dinner at the New York Yacht Club. OSM are working with US Sailing to appoint an event authority. The race village in Les Sables d'Olonne will open on 4 June and the finishers are expected 6-12 June. It was clearly stated that those who wish can participate in both the Transat™ and the OSM New York—Les Sables d'Olonne races and they will not be required to be in Newport on May 17.

(e) Golden Globe 2018

Sir Robin Knox Johnston was asked to explain what he knew about the solo non-stop round the world race. Robin is not involved in the organisation of the race. Robin advised that the race was organised by Don McIntyre (AUS) who competed in the 1990 BOC Challenge Round the World Race. The race is scheduled to start from Falmouth(GBR) on June 14th 2018 (50 years to the day from when 'Suhaili' started), and Robin has agreed to fire the starting canon. Robin said he was supporting the spirit of the event.

(f) Sailing the Arctic Race Project

At the last meeting it was noted that there was a project, organised by a group in Victoria, British Columbia(CAN) led by Robert Molnar which intends to be the first ever yacht race through the North West Passage.

The event was 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.

There was no news of developments, other than Guillaume Henry was no longer working for the project.

(g) The Bridge 2017

As mentioned under Item 3(c) Damien Grimont is organising a race from St Nazaire to New York starting on 24 June 2017 for Ultim boats also competing against the 'Queen Mary 2' ship.

(h) Other Projects ?

i) Transat AG2R

It was proposed and agreed to add this event to future agendas. The next race starts on 3 April 2016, with 20-25 Figaro II boats racing from Concarneau(FRA) to St Barth (Caribbean).

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ii) Mini Transat

It was also proposed and agreed to add to future agendas the Mini Transat which has a new organiser.

6. Rolling 4 Year Events Program

- (a) The 4 year rolling events program 2016-2019 found in Appendix 1 was reviewed and updated. The rolling 4-year program in Appendix 1 was approved and is now endorsed by ISAF.
- (b) The potential conflict in scheduling between Volvo Ocean Race 2020-21 and Vendée Globe 2020-21 was highlighted by David Brabis. It was agreed that Jack Lloyd would give an update at the next meeting in June when the future plans of Volvo Ocean Race regarding boats and dates may be clarified and the issue will be addressed at the next meeting.

7. ISAF Offshore and Oceanic Judging Working Party

- (a) A report was received from David Brunskill, Chairman of the ISAF Offshore and Oceanic Judging Working Party.

The Working Party have developed a 'Section P' to the International Judges Manual, Judging Oceanic and Offshore Racing.

[www.sailing.org/tools/documents/IJManual19March2013-\[18661\].pdf](http://www.sailing.org/tools/documents/IJManual19March2013-[18661].pdf) (see pages 148 to 161).

The working party mandate has been extended. Members now are Bernard Bonneau, Jack Lloyd, Patti O'Donnell, Georges Priol and Mike Short + links to ISAF Race Management, FFV/US Sailing/RYA. Currently the group are looking at which issues cause sailors/race organisers the most concern and are planning Racing Rule changes. A New Racing Rule for waypoint usage has been introduced. Thereafter there are plans to improve judge education and develop recommended Notice of Race and Sailing Instruction standard clauses.

RORC experimented using waypoints as rounding marks in the English Channel. The Racing Rules did not cover the use of virtual rounding marks or waypoints.

Experimental definitions and rules were developed by RORC/RYA/FFV. The ISAF AGM November 2015 approved submission 266-15 on how to use waypoints. The new rules will be experimental and web-based.

- (b) Traffic Separation Schemes / Racing Rule of Sailing 48

David Brunskill noted that 'Our world has changed' – issues and technology such as AIS, Terrorism, and Trackers have increased surveillance.

Racing Rule 48.2 was introduced in 2013.

He felt there is a general need for explanation of what RRS 48.2 means for sailors.

"A boat shall comply with rule 10, Traffic Separation Schemes, of the IRPCAS".

(The Normandy – Caen Race handout to sailors in 2013 was circulated as an example). There is a need for consistency in application by IMO/governments and within the RRS.

Jack Lloyd noted that as a race organiser he can only interpret the event's own rules, and not the COLREGS. In some cases the local sailors don't worry about complying

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with the local Traffic Separation Scheme, even ones officially adopted by IMO. Jack Lloyd noted that at Dover Straits(GBR) he had to make the TSS an Exclusion Zone.

It was observed that COLREGS are regulations about collisions and apply when ships meet.

Halvard Mabire was concerned that all TSS had one rule. The Normandy Race put the busy Casquets TSS on the same level as Tuskar Rock TSS (which see very little shipping), and the Longships TSS (which has a small amount of traffic) and Fastnet Rock TSS (which again has virtually no shipping). He felt that now Racing Rule 48.2 is stronger than the law. The law does not say that you cannot sail in a TSS. The target of the rule should be not to disturb the shipping traffic - when there is traffic. "Exclusion zones can make things quiet dangerous - in the Normandy race we had the passage of a third weather front which fortunately came over us when we were not at the Longships TSS Exclusion Zone because we would have had to do gybes in 48 knots of wind and a really bad sea state." The important thing with shipping is to be clear about your intentions and talk on VHF Channel 16 with the ships.

Mike Golding noted that if you make the TSS an exclusion zone the skipper has to treat the zone as if it were land.

8. Updates from ISAF Annual Conference – Sanya November 2015

(a) Offshore Special Regulations 2016-17

The OSR have been re-drafted and the new version will be published and effective 1 January 2016, also incorporating amendments approved at the November meeting.

(b) A working party has been asked to prepare proposals for an amendment to the OSR in the future regarding in-build verification for items which could lead to catastrophic failure/loss of life. This would be an extension of the current design validation of Building Plan Review.

(c) A workshop meeting involving ISAF Medical Commission and International Maritime Health Association was held in Sanya(CHN) regarding medical support for offshore yacht races. Also attending the meeting were Dr Spike Briggs (Volvo Ocean Race) and Jean Christophe Fimbault. Recommendations will be developed regarding medical kit, manuals, training and tele-medical support.

(d) ISAF Incident Report Panel

The ISAF Oceanic and Offshore Committee agreed to progress the creation of an ISAF Incident Report Panel.

9. Next Meeting

Tuesday 14 June 2016 1100-1600 at FFV, Paris.

10. Any Other Business

(a) Trophée Jules Verne

It was noted two attempts on the fully-crewed non-stop around the world record were currently underway Spindrift 2 (Yann Guichard) (ex Banque Populaire V) and Idec Sport (Francis Joyon) (ex Groupama 3 / Banque Populaire VII).

Sir Robin Knox Johnston highlighted that whilst he understood that the Trophée Jules Verne does not have a regular schedule as do the other events who are a part of the Concordat, he does feel that it is a major oceanic event, one that attracts a great deal of interest outside of sailing, as well as within. Whilst he is the first to accept that it cannot have a regular schedule, because it happens when people want to attempt the record for the fastest circumnavigation of the world, such as now when we have two

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boats vying for the record, it is such a well-supported media event, when it does take place that he felt that World Sailing ex ISAF, really ought to recognise it or face with being accused of not recognising what is going on with oceanic sailing record events.

It was agreed that the Trophée Jules Verne Association cannot be an ISAF Major Oceanic Event as such, but to invite a representative (Robin or Titouan Lamazou) of the Association to future meetings.

There being no further business the meeting concluded at 1600.

Attached: Appendix 1 Summary of Concordat and Other Events

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Appendix 1 - Summary of Concordat and Other Events Calendar 2016-19

Concordat Events	Classes		2016	2017	2018	2019
Barcelona World Race	IMOCA 60				31 Dec →	
Volvo Ocean Race	Volvo Ocean 65			October →		
The Transat	Monohull IMOCA 60 Class 40	Multihull 'Ultim' >60' Multi 50	2 May			
Vendée Globe	IMOCA 60		6 Nov →	February		
Québec St Malo	Monohull IMOCA 60 Class 40 39'-70'	Multihull 'Ultim' > 70' Multi 50 39'-70'	10 July			
Route du Rhum	Various Classes				Late Oct- Early Nov	

Other Oceanic Events	Classes		2016	2017	2018	2019
Transat Jacques Vabre	Monohull IMOCA 60 Class 40	Multihull 'Ultim' 70'-105' Multi 50		Oct/Nov		Oct/Nov
Transat B2B	IMOCA 60			December		Dec?
New York-Vendee	IMOCA 60		29 May			
New York-Barcelona	IMOCA 60				June	
Clipper	Clipper 70 →		July	End Aug →		End Aug →
OSTAR + TWOSTAR	Monohull + Multihull 27' – 60'			29 May		
Transat AG2R	Figaro II		3 April			
The Bridge	Multihull Ultim 80'-105'			24 June		
World Tour	Multihull Ultim 80'-105'					Dec
Golden Globe	Approved Monohull 32' – 36'				14 June	
Other Events						
America's Cup	AC 48			June		

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Major Oceanic Event Organisers met at 11:00 – 15:45 hours on Tuesday 14 June 2016 at Fédération Française de Voile, 17 rue Henri-Bocquillon, 75015 Paris, France.

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Present:

Jacques Lehn – Chairman World Sailing Oceanic Panel

Alain Gautier – World Sailing Oceanic Panel

Mike Golding – World Sailing Oceanic Panel

Vanessa Boulaire – Class 40 – Office Manager

Hervé Favre – The Transat – La Route du Rhum - OC Sport – Offshore Sailing Events Director

Sylvain Gagné – Transat Québec St Malo - President Voiles International de Quebec

Gildas Gautier - Transat Jacques Vabre – Director

Gaëtan Gouérou – IMOCA 60 – General Secretary

Jack Lloyd – Volvo Ocean Race – Race Director

Jean-Paul Roux – The Bridge 2017 - Executive Director

Sylvie Viant – Transat Jacques Vabre - Race Director

Javier Vilallonga - Barcelona World Race - Ocean Base Director (Fundació Navegació Oceànica Barcelona)

Simon Forbes – World Sailing Technical and Offshore Manager

11. Opening of the Meeting

Jacques Lehn (Chairman) welcomed all present to the meeting. He noted that World Sailing organisation has a new CEO, Andy Hunt.

Apologies were received from:

Sir Robin Knox-Johnston (Clipper Ventures), Halvard Mabire (Class 40), Peter Bayer and Jeremy Troughton (OSM), Jean Kerhoas (IMOCA), Emmanuel Bachellerie (Collectif Ultim) and Titouan Lamazou (Trophée Jules Verne).

12. Minutes of the Previous Meeting

(a) Minutes

The minutes were noted of the Major Oceanic Event Organisers meeting of 10 December 2015 (which had been circulated and approved after the previous meeting).

(b) Minutes Matters Arising

There were no matters arising not otherwise covered on the agenda.

13. Updates from Classes

(a) Class 40

i) Class Activity

Vanessa Boulaire, presented developments. For 2016 so far there are 89 class members, 46 valid measurement certificates, 2 new boats were built and 1 more is under construction. To date 148 Class 40 have been built.

ii) Evolution of class rules

No changes are currently planned for the class rules. The class held an EGM in February and by a majority of 3 (with 70 voting) decided to not permit outriggers to be fitted further aft than 35% Lh from the bow.

iii) Construction

Regarding the keel failures of the Class 40's #139 and #140, the court process is unresolved.

Hervé Favre and Alain Gautier reported that #131 retired from the Transat Bakerly after suffering a broken forward frame and subsequent hull shell panel damage. A report regarding the structural damage suffered by other Class 40s in the Transat was requested.

iv) Calendar of class events

In 2016 the official Class 40 championship event calendar is : The Transat (10 boats), The Atlantic Cup(USA) 10 boats, Québec Saint-Malo (maybe 20 boats) and The Normandy Channel Race(FRA) 25-30 boats.

(b) IMOCA 60

Gaëtan Gouérou presented an update

i) Update on fleet

At the 31 March 2016, there were 23 active projects, and 55 members of the association. The expected evolution during 2016 is to 30 active projects.

The current IMOCA fleet is comprised of:

Generation	Number of boats
2014-2016	7
2010-2012	4
2006-2008	14
1997-2000	5

Class Rules changed in March 2016 took into account Offshore Special Regulations in regard to single-handed races and changed the requirement for AIS class A to class B for Category 0. Also in addition to the standard measurement procedure, a survey/inspection is required for boats which have not held a measurement certificate for more than 4 years.

The six new 2015 VPLP designed boats all have the one design masts and keels. Older boats may change their keels in accordance with the restrictions in the Class Rules.

Major Oceanic Event Organisers Minutes (cont.)

Table of IMOCA 60 starters and retirements

Race	Starters	Retirements
Transat Jacques Vabre 2015	20	11
Transat St Barth-Port la Foret	7	3
Transat Bakerly	6	2
Transat New York - Vendée	14	2

Gaëtan Gouérou noted that the fleets in Transat Jacques Vabre and St Barth-Port la Foret had encountered tough conditions, and that the table shows an improvement in reliability of the fleet.

Jacques Lehn felt that the Transat New York-Vendée statistics presented a rather too-positive picture, in that 4 of the latest generation foiling boats and one non-foiler had to return to Newport, Rhode Island after suffering collisions with sea-life.

Alain Gautier noted that the US seaboard off Boston presented a complex ecosystem that may need in future to be addressed in a similar manner to ice gates. Jack Lloyd said that the Volvo Ocean Race had addressed this issue when visiting Boston in 2008-2009 and that the migratory route of whales along the US Coast had been studied by many groups and that there was good researched knowledge of the months that the whales will be present.

The very experienced ocean racing sailor Damian Foxall, holds an ambassador role with the Canadian Wildlife Federation and is consulted by Race Organisers as it is helpful to have a central point of advice co-ordinated from the many different groups who are monitoring whales.

Sylvain Gagné noted that some fishing boats are fitted with equipment designed to keep whales away.

Jack Lloyd had looked at this equipment some years ago, the device was running on 230volts, the size of a football, weighing 80kg and would not work at 25-30 knots boat speed.

Some of the New York-Vendée race collisions were believed to be with sunfish, and Alain Gautier highlighted that these could weigh up to one tonne.

Jack Lloyd advised that if you have a collision there is an obligation to register the incident with an official organisation, and VOR has a protocol regarding this.

On the subject of stability, Mike Golding again raised concern that the current Class Rules may have made the boats more susceptible to being rolled over and remaining upside down. He understood that during the 2015 Transat Jacques Vabre, 'Hugo Boss' was rolled upside down whilst hove-to with water in the windward ballast tank and the keel canted a little to leeward. It was noted that no comments had been obtained from IMOCA or the architects.

Major Oceanic Event Organisers Minutes (cont.)

ii) Calendar of class events 2016-19

Gaëtan Gouérou presented the calendar of class events adopted by the IMOCA General Assembly.

Race	Year	Number of crew
Transat New York - Vendee	June 2016	1
Vendée Globe	November 2016	1
RORC Fastnet	August 2017	2
Transat Jacques Vabre	November 2017	2
Transat NY- Barcelona	Early August 2018	2
La Route du Rhum	November 2018	1
Barcelona World Race	December 2018	2

Hervé Favre noted that so far there had not yet been any discussions between IMOCA and La Route du Rhum.

(c) Volvo Ocean 65

i) Organisation and Class Activity

Knut Frostad (CEO) had departed in February, and as his replacement had not been appointed at that time, the VOR CFO had been the acting CEO. Subsequently, Mark Turner had now been appointed as CEO and started on 7 June.

Jack Lloyd advised that he had stepped down from his role as Race Director effective 1 June. His replacement will be Phil Lawrence (presently with OC Sports) who will be working part time until 1 January 2017. Jack Lloyd will be an adviser until the end of the 2017-18 race.

Jack Lloyd noted that as the previous contract with Alicante had expired, Alicante had the first right of refusal, they exercised that right prior to the start port and Volvo Ocean Race offices going out to tender. Lisbon had shown an interest, but at the end of May, Volvo Ocean Race had finalised a new contract with Alicante as the host port for the start of the next 2 races.

VOR have signed an agreement with a group within the Lisbon port authority as a training base. The One Design Boatyard concept has been moved to Lisbon where there are 2 halves of a building, each around 150m x 40m. Three Volvo 65s will fit in one half of the shed as they move through a refit, while the seven existing rigs will be serviced in the second half nearest the water. The facilities are to be developed as an ocean racing training base, the work force are Volvo Ocean Race personnel. The first Volvo 65 will go into refit in early October, and then one boat a month will proceed into refurbishment. The hulls will be stripped out of winches, deck gear, hydraulics and engine. Harken will be upgrading some winch parts, Spinlock will replace all their deck hardware and Cariboni will service the keel hydraulics at their factory. The keels will be taken back to bare steel and repainted. After re-assembly of the hull fittings, the hulls will then be put back onto the keels. Boat 7 will be out by mid-May 2017, which is when the first suit of race sails will be available.

Major Oceanic Event Organisers Minutes (cont.)

Most teams are looking at buying a new Southern Spars mast, though the new masts will still have patching on the outside of the tube – for equality with existing spars.

During the refit all the corrector weights will be taken out, the boats will do a couple of races in mid-May 2017, in the second-half of August 2017 the boats will be taken out of the water, corrector weights fitted, re-launched and then off on Leg 0 to Alicante.

Race management are currently in discussion with one team regarding the building of a new boat. There is still time for Persico to build two new boats, which means a maximum of 9 boats for the race.

ii) Calendar of Events

Participation in the RORC Rolex Fastnet Race 2017 will be mandatory. Two-boat testing is banned until the last boat comes out of re-fit. Sea Survival training for the crews will be fitted into the programme from mid-May, the fleet may join some existing races, though Volvo will not create new races.

Alain Gautier asked: “When do you decide if you will change the class of boat for the 2020/21 race ? As the decision on the boat for the race to be held after 2017/18 could affect the year [2020] In which that race starts and the conflict with the Vendée Globe 2020-21. “

Jack Lloyd said that it is now planned to make that decision before the end of 2016. Though he felt it would be a struggle to work away from the benefits of a one design.

(d) ‘Ultim’ – Maxi Multihulls

i) Summary

Emmanuel Bachellerie on behalf of the “Collectif Ultim” was not able to attend the meeting but had submitted a presentation:

- They continue to work on maximising skipper safety in view of the World Tour in 2019.
- A debate has opened on the assistance of hydrofoil adjustment. The Collectif Ultim knows that automatic control could or would be effective in the near future, it would be better to have more feedback experience before using it during single-handed trans-oceanic races or, mostly, on a world tour.
- The Collectif’s framework is reviewed annually and could evolve. Next discussions will take place in January 2017.

ii) The fleet:

- ‘Banque Populaire’ [BP IX to be launched June 2017], ‘Macif’ and ‘Sodebo’ since the end of 2013 and ‘Actual’ since September 2015.
- Further discussions with 2 owners in the prospect of joining the Collectif.
- Many exchanges during 18 months with the Gitana Team to discuss around the future of their multihull [Gitana XVII under construction to be launched June 2017]
- Several exchanges took place with other classes, skippers or events to discuss around the future, in particular on items to promote younger skippers participation.

iii) Calendar

Brest was chosen as the host city for the 2019 World Tour. A protocol of intent was signed 4 December 2015. Discussions are in progress around the legal form between

Major Oceanic Event Organisers Minutes (cont.)

Brest and the Collectif to maximize the organisation and to sign a protocol of agreement by the end of summer 2016. During the second half of 2016: writing the shareholders agreement and development of specifications for tenders to outside companies to provide services in four areas (communication, marketing, production/distribution, event). Launch tenders at the beginning of 2017.

The programme of the Collectif Ultim is:

2016	2017	2018	2019
May	June	Spring	Spring
The Transat	The Bridge (start St Nazaire)	Mediterranean Project (under study to be confirmed 2016 winter)	Crewed race between 2 major cities tbc end of 2016
June-December	September-December	November	December
Record campaigns	Under consideration (Transat Jacques Vabre ? Record campaigns?)	Route du Rhum	World Tour start and finish from Brest

To compete in the World Tour a boat needs to be a member of the Collectif Ultim.

Hervé Favre noted that except for the Brest Ultim Challenge which is "organized" by the Collectif, the other event organisers have different rules than the Collectif rules for the Ultimes class. So this creates a confusion in the public. The Route du Rhum currently has no maximum length limit for maxi multihulls. Gildas Gautier indicated that the definition of the ultimes maxi multihulls in the Transat Jacques Vabre is still to be decided, as the Collectif Ultim does not represent all the maxi multihulls.

Alain Gautier asked: "What is the World Sailing opinion of events where there is less than 5 boats in a class? – It is a question for the sport". Whilst it was generally agreed that from a sporting view there should be a minimum of five boats in each class. It was also observed that even some ISAF Sailing World Cup Events had not cancelled classes even when there were only two 470 dinghies competing.

Jacques Lehn highlighted the recent solo 24 Hour Record (subject to ratification by WSSRC) set by Thomas Colville on 'Sodebo' at 714 Nautical miles at an average speed of 29.75 knots.

14. Update on Concordat Races

(a) The Transat Bakerly 2016

Hervé Favre noted that the title partner Bakerly had only been secured two months before the start. On the sporting side, there were 24 boats, 3 Ultim, 6 IMOCA, 5 Multi 50 and 10 Class 40 plus Loick Peyron sailing Pen Duick II alongside the race. The classes are the same as La Route du Rhum, with the exception that the Transat does not have a 'Classe Rhum' as there is an agreement with the Royal Western Yacht Club who keep the OSTAR and TWOSTAR Race as an event for boats which are not in a professionally managed class.

There were 18 finishers, 7 out of 10 finishers in Class 40. The fleet sailed the original planned course, though the sailing instructions gave the possibility to change the ice zone 3 days after the start. The warm-up in St Malo with guests sailing on board to Plymouth was a successful innovation with good feedback.

Major Oceanic Event Organisers Minutes (cont.)

The finishing port of New York was good for the media, though there were logistical problems with the Marina shut-down 3 days before the first finisher.

The race has a special place in ocean racing history and the next edition is planned for 2020.

(b) Transat Québec St Malo 2016

Sylvain Gagné noted that this year's event would be the ninth race, the first was in 1984. There are 30 boats on the entry list. Quebec needs other events, as sustaining an organisation for a race once every four years is a problem. The race has always been an open event in respect of classes.

'Spindrift 2' and the MOD 70 'Oman Sail' will start 2 or 3 days after the rest of the fleet in order to have all the boats arriving in St Malo over a shorter time period. A media bus will follow the fleet down the St Lawrence River.

(c) Vendée Globe 2016-17

Laura Le Goff has recently replaced David Brabis as CEO, although her presence at this meeting had been confirmed she was not able to attend. Denis Horeau's company Ambrose Light has a contract with SAEM to provide the race direction. It is understood that the plan is to appoint Jacques Caraës who works in the same company to replace Denis as race director. Alain Gautier advised that he is still a consultant to the race as safety officer, but that he had nothing to report to this meeting.

It is thought that there will be 27 boats starting.

Hervé Favre raised concern at the structure of the rules on qualifying for the Vendée Globe in "any" transatlantic race. The consequence of this was the organisation at short notice of the Calero Marinas Solo Transat between Lanzarote and Newport, Rhode Island which started on 9 April, in which three IMOCA 60s competed, only three weeks before the long-scheduled Transat Bakerly.

(d) Volvo Ocean Race

The next Volvo Ocean Race will start 28 October 2017 from Alicante. The route will be announced on 29 June and the stopovers will include:

Auckland, New Zealand

Cape Town, South Africa

Cardiff, Wales

Gothenburg, Sweden

Hong Kong, China

Lisbon, Portugal

Newport, Rhode Island, USA

It is hoped that there will be between 7 and 9 boats racing.

(e) La Route du Rhum 2018

Hervé Favre said that with two and half years to go until the start, not many changes are planned from the 2014 edition. Regarding the Rhum Class for older boats, it is planned to split this class so that old Multi 50s are not ranked with the monohulls. For the maxi multihulls, there will not be any maximum length imposed, but the question of foil control is still open.

Major Oceanic Event Organisers Minutes (cont.)

(f) Barcelona World Race

Javier Vilallonga the Ocean Base Director of Fundació Navegació Oceànica Barcelona (representing Xosé-Carlos Fernández) was welcomed to his first meeting. The next Barcelona World Race will be the 4th edition. The pre-Notice of Race has been published, FNOB are studying the most suitable start date which will be between 20 December 2018 and 7 January 2019. A decision will be made in September. The race has secured the support of the new mayor and municipal city authority.

15. Update on non-Concordat Oceanic Races

(a) Transat AG2R

Hervé Favre reported that the race for Beneteau Figaro II 33ft monohulls started on 3 April 2016, racing from Concarneau(FRA) to St Barth (Caribbean). 15 boats started, 14 finished. There were two changes from previous editions, there was no course 'gate' at the Canary Islands (and associated photo boat), and for this race the organisers had invested in Iridium satellite phones to track the fleet. The absence of the Canary Islands gate caused all the boats to route further south. The finish was close: only 4 minutes between first and second after 23 days racing, and the first 5 boats finished within 41 minutes.

The next Transat AG2R is scheduled for March/April 2018.

(b) OSM New York-Les Sables d'Olonne

The last IMOCA 60 had just finished. (see item 3(b)).

Jacques Lehn observed that it was good that five boats had been able to compete in both the Transat Bakerly and then the New York – Les Sables. There had been some issues relating to the wish to carry a media crewman on board and complications with skippers that still needed to qualify for the Vendée by racing solo, and the selection by some boats of a media crewman who was the reserve skipper.

(c) Clipper Round the World Race 2015-16

It was noted that Sir Robin Knox Johnston was currently in New York where the 10th race is underway with 12 boats. There are 720 sailors taking part in some of the race, including 115 doing the whole race. 4,000 Sailors from 44 nations have taken part in the Clipper Races. The fleet are 12 Tony Castro-designed 70 foot yachts.

The UK Marine Accident Investigation Branch are currently conducting an investigation into the fatal injury to a crew member on CV21. Andrew Ashman was involved in reefing the main sail, in moderate seas just after midnight local time in a strong breeze building to 21-27 knots, approximately 120 nautical miles off the Portuguese coast heading south towards Brazil in the first leg of the race. Sadly CV21 also suffered a second fatality (Sarah Young) from a Man-overboard incident in the Pacific and this is also under investigation by the MAIB.

The signing of a concordat agreement with World Sailing is in the process of being concluded.

(d) Trophée Jules Verne attempts 2016-17

It is understood that two Trophée Jules Verne attempts will be made during the winter 2016-17 by 'Idec' and 'Spindrift 2'. Thomas Colville is also thought to be planning a solo record attempt around the world on 'Sodebo'.

(e) OSTAR and TWOSTAR 2017

Major Oceanic Event Organisers Minutes (cont.)

The Royal Western Yacht Club are organising a combined solo and two-handed Trans-Atlantic Race in 2017 with 30 boats anticipated. The Royal Western YC and OC Sport have an agreement that OC Sport organise The Transat for professionally organised classes and RWYC will organise the OSTAR for more 'corinthian' skippers. However, Hervé Favre noted that the two parties are discussing the possibility of a combined Transat and OSTAR in 2020.

(f) The Bridge 2017

Jean-Paul Roux on behalf of Profil Grand Large (Damien Grimont's company) is organising a major festival called 'The Bridge 2017' to celebrate the 100th anniversary of the arrival of US troops in France during World War 1. The event has the backing of seven French government ministries. The event will celebrate how the US soldiers introduced jazz music and basketball to France. In New York there is strong association with a 1st World War Association. The event has chartered Cunard's flagship 'Queen Mary 2' which will return to St Nazaire where she was built. The organisers are now aiming to fill all 1635 cabins, with half of them sold so far without an advertising campaign.

'Queen Mary 2' will depart St Nazaire on 25 June 2017 and is scheduled to arrive on 1 July at 0700hrs. The organisers are aiming to get 10 multihulls (Spindrift 2, Ultims, and MOD 70s) to race against 'Queen Mary 2' to New York. The first aim is to get the boats competing against the QM2, second aim is a sailing race.

QM2 has a cruising speed of 26 knots. Routing simulations using Macif's VPP indicates that over the past ten years, Macif could have arrived first on 2 out of 10 occasions.

(g) Transat Jacques Vabre

Sylvie Viant advised that the next race is planned to start 5 November 2017. By the end of September 2016 the destination port will be announced. (The race will not be going to Itajai, Brazil because the Volvo Ocean Race is going there.) The Notice of Race will be published during the Paris Salon Nautique, December 2016. The same classes are planned as for the 2015 race.

(h) Golden Globe 2018

This solo non-stop round the world race is organised by Don McIntyre (AUS) who competed in the 1990 BOC Challenge Round the World Race. The race is scheduled to start from Falmouth(GBR) on June 14th 2018 (50 years to the day from when 'Suhaili' sailed by Robin Knox-Johnston start the original Golden Globe race). The Preliminary Notice of Race has been published. There are 30 entries with 7 on a waiting list.

The eligible boats are approved GRP production monohulls (minimum 20 boats built of the series) 32-36ft hull length with a minimum displacement of 6,200kg and full-length keels with rudders attached to the trailing edge.

16. Rolling 4 Year Events Program

- (a) The 4 year rolling events program 2016-2019 found in Appendix 1 was reviewed and updated. The rolling 4-year program in Appendix 1 was approved and is now endorsed by World Sailing.

17. Updates World Sailing

- (a) The World Sailing – Racing Rules of Sailing 2017-2020

Major Oceanic Event Organisers Minutes (cont.)

A new edition of the Racing Rules for 2017-2020 will be available in the next few weeks.

(b) Offshore Special Regulations – Plan Review

David Lyons is undertaking a project on behalf of World Sailing reviewing the possibilities of expanding the Building Plan Review Scheme to include some aspect of in-build validation in respect to items such as keel attachment where failure is likely to be catastrophic.

18. Next Meeting

Friday 2 December 2016 1130-1630 at FFV, Paris.

19. Any Other Business

Sylvain Gagné questioned why the list of non-Concordat races seemed to be growing, whilst the number of Concordat Races remained static.

Jacques Lehn noted that Concordat agreements with Clipper Race and Transat Jacques Vabre were likely soon. He observed that it is always good to co-ordinate with as many non-concordat race organisers who agree to participate in the meetings.

There being no further business the meeting concluded at 1545.

Attached: Appendix 1 Summary of Concordat and Other Events

Major Oceanic Event Organisers Minutes (cont.)

Appendix 1 - Summary of Concordat and Other Events Calendar 2016-19

Concordat Events	Classes		2016	2017	2018	2019
Barcelona World Race	IMOCA 60				31 Dec →	
Volvo Ocean Race	Volvo Ocean 65			28 October →		
The Transat	Monohull IMOCA 60 Class 40	Multihull 'Ultim' >60' Multi 50	2 May			
Vendée Globe	IMOCA 60		6 Nov →	February		
Québec St Malo	Monohull IMOCA 60 Class 40 39'-70'	Multihull 'Ultim' > 70' Multi 50 39'-70'	10 July			
Route du Rhum	Various Classes				Late Oct- Early Nov	

Other Oceanic Events	Classes		2016	2017	2018	2019
Transat Jacques Vabre	Monohull IMOCA 60 Class 40	Multihull 'Ultim' 70'-105' Multi 50		5 Nov		Oct/Nov
Transat B2B	IMOCA 60			December		Dec?
New York-Vendee	IMOCA 60		29 May			
New York-Barcelona	IMOCA 60				June	
Clipper	Clipper 70 →		July	End Aug →		End Aug →
OSTAR + TWOSTAR	Monohull + Multihull 27' – 60'			29 May		
Transat AG2R	Figaro II		3 April		March/April	
The Bridge	Multihull 70'+			25 June		
World Tour	Multihull Ultim 80'-105'					Dec
Golden Globe	Approved Monohull 32' – 36'				14 June	
Other Events						
America's Cup	AC 48			26 May/June		