



**Minutes - Major Oceanic Event Organisers met at 11:00 – 15:30 hours on
Wednesday 7 July 2010 at 19, Avenue George V, Paris, France**

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Present:

Jacques Lehn – Chairman ISAF Oceanic Panel, Chairman ISAF Oceanic and Offshore Committee

Jerome Pels – ISAF Oceanic Panel, (ISAF Secretary General)

Pierre Fehlmann - ISAF Oceanic Panel, (ISAF Oceanic and Offshore Committee)

Alain Gautier – ISAF Oceanic Panel

Mike Golding – ISAF Oceanic Panel

Andor Serra – Barcelona World Race (Fundació per la Navegació Océanica de Barcelona) – Director General

Pierre Bojic – La Route de Rhum - La Banque Postale (Pen Duick) – Director General

Gilles Chiorri – The Transat (Offshore Challenges) – OC Events Director

Alan Nebauer – Velux 5 Oceans (Clipper Ventures) - Assistant Race Director

Sophie Vercelletto – Vendée Globe (S.A.E.M. Vendée) – CEO

Christophe Beaudouin - Vendée Globe (S.A.E.M. Vendée) – Deputy CEO and future CEO

Luc Talbourdet – IMOCA 60 Class - President

Simon Forbes – ISAF Offshore and Technical Manager

Apologies:

Sir Robin Knox Johnston – Velux 5 Oceans (Clipper Ventures)

Jack Lloyd – Volvo Ocean Race

Mark Turner – The Transat (Offshore Challenges)

1. Welcome and Introductory Remarks

Jacques Lehn welcomed participants to the first meeting following the introduction of the ISAF Oceanic Concordat for Major Oceanic Event Organisers. He summarised that the purpose was to bring ISAF closer to the Oceanic part of world sailing. The intention was to meet twice a year to discuss issues of mutual interest and to work towards an agreed calendar of events which would avoid unnecessary clashes.

An ISAF Oceanic Panel had been formed of Jacques Lehn, Pierre Fehlmann, Jerome Pels, Alain Gautier and Mike Golding.

Representatives of the major oceanic events which had so far signed the Oceanic Concordat were invited to the meeting, apologies were received from the Volvo Ocean Race representatives (ISAF Special Event).

Following a request from several participants, Luc Talbourdet, representing the IMOCA 60 Class was in attendance.

2. Rolling 4-year program of Major Oceanic Events

Pierre Bojic questioned what can the International Federation provide? A permanent calendar of events? guaranteed participation by skippers? Regarding controlling an international calendar currently there were no rules and anybody could create a new event at any time. A respected International Calendar of events was needed, he referred to the situation in Autumn 2009 where the established Transat Jacques Vabre to Costa Rica had clashed with a new Class 40 transatlantic race to Mexico, 'la Solidaire du Chocolat'.

Jacques Lehn agreed that the current situation was not satisfactory and the intention was to publish a Calendar of Major Events and to protect them.

Mike Golding observed that the matter was complicated by the different legislation in various countries. Alain Gautier questioned whether ISAF could tell a Member National Authority(MNA) not to start a race? Jacques Lehn observed that even when the MNA does have greater power such as in the case of the FFV, it is not always enforced and referred to the situation of the Velux 5 Oceans starting from La Rochelle which had not initially been acceptable to the FFV.

Jerome Pels explained that in the case of an event organiser who signed the ISAF Concordat and then changed the date without agreement, ISAF believe we have the right to say to the relevant MNA : 'please don't agree to this event'.

Pierre Bojic said he did not want a cosmetic system, such as 'a Gentlemen's agreement' and that a strong solution was required.

The wording of paragraph 5 of the Concordat Agreement was noted:

"ISAF, the Organiser, together with all other organisers of ISAF Major Oceanic Events agree to propose and agree the dates of their future events on a rolling four-year programme. Once they have agreed upon the start date for a particular event, ISAF will endorse the date thereof. They shall thereafter be bound to adhere to that date. Any such date may not be amended within the four years preceding an event without the prior agreement of the majority of the other race organisers. Should there be any conflict as to proposed dates for any event the organisers shall use their best endeavours to resolve that conflict, failing which the matter shall be examined and decided upon by ISAF taking into account any submissions made to it by all race organisers concerned. "

Pierre Fehlmann recalled that he had previously proposed to ISAF a Grading of Oceanic Events, which would provide a structure for new events to establish themselves and to review existing events overtime. He summarised his proposal as giving events the status of A, B or C with new events having to establish themselves before moving up to level A.

Alain Gautier questioned whether ISAF had the power to sanction a Class which created a calendar conflict and what would be the consequence?

Jerome Pels said in the case of current ISAF-Graded Events (Olympic and Match racing), if an event organiser is outside the system then the results would not count to rankings, no ISAF official umpires or judges may attend, and there could be a sanction on the sailor, a punishment which covers all events. He also highlighted recent concerns from other sports regarding cheating, fraud and gambling which could threaten the integrity of the sport and would need a sanction on the competitor.

Pierre Fehlmann noted that in signing the Oceanic Concordat, ISAF had taken on responsibilities to respect this contract and to protect the event organisers who have signed the document.

Luc Talbourdet stressed the need for the Class Owners Association to be involved in the discussions as they represent the best interests of the sailors. He also felt it important to define the limits of a class such as the current debate relating to the IMOCA 60 and its derivative the ECO60 aimed at pre-2003 boats. He also noted that some events mix professional and amateur sailors.

Gilles Chiorri felt that new event organisers should be welcome.

Alain Gautier felt that protecting the sporting element was the main issue – some of his best memories were from competing in the BOC Challenge but running a major round the world event with only six entries was not good for the sport.

Andor Serra said that as he had been involved in organising Olympic Class sailing for many years he understood well how ISAF controls the Calendar of World Championships and hoped this could also be applied to major oceanic events.

Alain Gautier asked for clarification on the Barcelona World Race schedule.

Andor Serra explained that the first race started 31 December 2007, the next race will start 31 December 2010 and then on a four-yearly cycle as specified by IMOCA. This was the strategy of the class and as event organisers they co-operated.

Jacques Lehn considered it was necessary to start with major well established races before accepting other events. ISAF may be able to provide more means to succeed than in the past. He circulated a document entitled 'Calendrier des Epreuves Océaniques' which had been prepared by Marc Bouvet at the Federation Francaise de Voile. It was noted that the calendar included IMOCA 60, Class 40, Volvo 70 and open events and in order to see the big picture included Figaro, Mini-Transat, Multi One Design (MOD 70), 'The Race'.

Gilles Chiorri advised that 'The Transat' would start in 2012 on the first or second weekend of May in order to give IMOCA 60's more time before the start of the Vendée Globe.

Luc Talbourdet said that the Istanbul Europa Race for IMOCA 60 would start in July 2011 and probably June 2013 to avoid clashing with Figaro events.

Alan Nebauer clarified that the Velux 5 Oceans was not just for ECO 60s and that IMOCA 60s were eligible.

The development of the MOD 70 Multihull One Design project would need to be monitored.

The situation regarding the Quebec St Malo in 2012 was unclear following the death of the organiser.

13:25 – Pierre Bojic had to leave the meeting. 13:50 – The meeting reconvened after lunch.

It was agreed that ISAF would publicise the signing of the Concordat Agreement for the events which had been granted ISAF Major Oceanic Race status and publicise the agreed dates and produce an ISAF Major Oceanic Event logo for use by these Event Organisers.

Formal agreement was made on the dates for 2010, 2011, 2012 and 2013 for the six events:

'Velux 5 Oceans' – start 17 October 2010

'La Route de Rhum - La Banque Postale' - start 31 October 2010

'Barcelona World Race' – start 31 December 2010

'Volvo Ocean Race' – start 5 November 2011

'The Transat' – start early May 2012

'Vendée Globe' – start November 2012

3. Other Races

Reference had been made to other races during the general discussion on the Calendar under Item 2. It was felt that there are no relevant existing races which clash with the ISAF Major Oceanic events 2010-2013 and that developing projects will be monitored and reviewed at the next meeting.

4. Relations with Classes

Reference had been made to the interaction with classes during the general discussion on the Calendar under Item 2. The question should be looked at in more detail at the next meeting and it was proposed that relevant ISAF Classes such as the Class 40 and IMOCA 60 could participate at the meeting.

5. Contribution of ISAF to promotion of the ISAF Major Oceanic Events

It was agreed that ISAF would publicise on www.sailing.org and other sources the signing of the Concordat Agreement for the events which had been granted ISAF Major Oceanic Race status and publicise the agreed dates and produce an ISAF Major Oceanic Event logo for use by these Event Organisers.

6. Revision of the ISAF Advertising Code

There was a discussion about the ISAF Advertising Code and proposed changes to it.

Regarding Event sponsor advertising, the current permitted size for backstay flag 20.4.1.1(c) was considered too small (0.5m x 0.75m) for larger boats (Barcelona World Race specifies (1.9m x 1.4m)) and as many boats do not have a centreline backstay it was suggested two flags to be permitted, one port and one starboard as is common practice in some major oceanic events.

One of the changes in the latest draft of the Advertising Code to be reviewed in November would be to make a distinction between ISAF Classes and non-ISAF Classes. Jerome Pels explained that the proposal was based on the philosophy that all boat sponsorship should make a contribution to the sport in general. The proposal would require non-ISAF Classes competing internationally and displaying advertising to obtain prior written approval of ISAF and that ISAF may impose an annual fee. ISAF Classes, having paid a class fee to ISAF on each new boat built, would not pay an additional fee for displaying advertising.

It was also noted that ISAF Classes may limit the amount of advertising displayed which is chosen by the boat, in the case of the IMOCA 60 Class Rule, A.5, on the mainsail a circle of up to 7m² shall be free of advertising chosen by the boat. Current practice is for IMOCA to negotiate with the Major Oceanic Event Organiser who uses this area for Event Sponsor advertising.

The other option for a non-ISAF Class is the case of a 'Special Event' status such as the Volvo Ocean Race where ISAF permits further amendments to the Advertising Code and other services for a fee.

7. Any other Business

(a) European Directives and National Administration Requirements

Pierre Bojic asked if the International Federation can provide an economy of discussion when event organisers are dealing with national authorities.

He found that when organising La Route du Rhum – La Banque Postale there were inappropriate new environmental and spectator safety requirements imposed under European Directives and National legislation.

Jacques Lehn noted that the role of the ISAF MNA varied in different countries and that the FFV's role in Oceanic Races was more significant and he would try to use the FFV's assistance in resolving Pierre's issues, but would need the specific details which was beyond the scope of this specific meeting.

(b) Professionalism

There was a general discussion regarding professional sailors and the issues created in events which feature a mix of professional and 'corinthian' sailors.

8. External Communication of the Concordat Agreement and Progress

It was agreed that ISAF would publicise on www.sailing.org and other sources the signing of the Concordat Agreement for the events which had been granted ISAF Major Oceanic Race status and publicise the agreed dates and produce an ISAF Major Oceanic Event logo for use by these Event Organisers.

9. Date and Place of the next meeting

It was agreed that the next meeting be held just before the World Yacht Racing Forum which is scheduled for 14-15 December, in Estoril, Portugal. The major oceanic event organisers meeting would be in Estoril on 13 or 14 December depending on the Forum schedule. Further details will be circulated shortly.

There being no further business the meeting was closed.