

## **MINUTES - OFFSHORE COMMITTEE**



A Session of the Offshore Committee of the International Sailing Federation was held at 0930 hours on Wednesday 8<sup>th</sup> November 2006 at the Scandic Grand Marina Congress Centre, Katajanokanlaituri 7, 00160 Helsinki, FINLAND

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Present:

Philip Tolhurst (Chairman)  
Kjell Borking (Vice-Chairman)  
Will Apold  
Paddy Boyd  
Bruce Eissner  
Pierre Fehlmann  
Bruno Finzi (IMS Representative)  
Alan Green (Int. Regulation Commission)  
Maximo E. Rivero Kelly

Paul King (IRC Representative)  
Patrick Lindqvist (Special Regulations Comm.)  
David Lyons  
Ioannis Marackoudakis  
Nils Nordenstrøm (Empirical Handicap SC)  
Stuart Quarrie  
Abraham Rosemberg (Oceanic Sub-Committee)  
Wolfgang Schaefer  
Minoru Tomita

By invitation: John Lewis (Major Oceanic Event Organisers)

Apologies:

Ignacio Castaner de la Torre  
Hans Zuiderbaan

Others Present

David Irish (ISAF Vice-President), Simon Forbes (ISAF Offshore and Technical Manager)

Before proceedings to the business of the meeting the Committee stood in memory of Francois Pascal and Gunnar Skogby (Empirical Handicap sub-Committee) who had passed away during the year.

*Please refer to the ISAF Council minutes of 10 - 11 November 2006 for the **final Council decision on all recommendations and opinions contained within these minutes. (An exception are the decisions on Offshore Special Regulations submissions where the Offshore Committee under Regulation 15.17.6 (c) approves Special Regulations on behalf of Council.)***

### **1. MINUTES OF PREVIOUS MEETING**

#### **(a) Minutes**

The minutes of the Offshore Committee Meeting of 9<sup>th</sup> November 2005 were noted. There were no matters arising not otherwise covered on the agenda.

## **MINUTES - OFFSHORE COMMITTEE (CONT).**

### **2. REPRESENTATION ON OFFSHORE COMMITTEE**

#### **(a) Major Oceanic Event Organisers ( Regulation 15.17.3 (b))**

John Lewis was welcomed as the representative for Major Oceanic Events Organisers. John has taken over as President of F.I.C.O. (Forum International des Organisateurs de Courses Oceaniques).

#### **(b) Offshore Classes**

It was noted that there was no Offshore Classes representation.

NOTE: See ISAF Council Minutes November 2006– Jacques Lehn was appointed by the Chairman pursuant to regulation 15.17.3 and approved by Council as the Offshore Classes representative.

### **3. REPORTS FROM WORKING PARTIES**

#### **(a) Promotional**

There was a general discussion on the promotion of offshore sailing. The Chairman noted that this came under two headings namely the promotion of Major Offshore and Oceanic Races, and the promotion of greater participation. A common issue is the need for the committee to look to remove obstacles to either objective.

It was noted that:

- solo ocean racing was good at engaging with the public, and school children to create heroes.

- that ORC are developing a new rating rule, hopefully with RORC

- that the RYA have purchased a fleet of J/80, and fund a 45ft racing yacht

- US Sailing - Offshore promotion is mainly regional with a few major events such as Transpac and Newport-Bermuda achieving national recognition. Roy Disney has developed a promotional scheme to train young sailors to compete in the Transpac.

- Canada – promotion is mainly summer-based through yacht clubs

- Brazil noted that for club racing the ORC Club and IMS crew weight limits were adjusted so that crew under 15 years old (less than a specified weight) were not included in the crew weight.

- Argentina – clubs train offshore sailors

- Japan – University sailing in keel boats is mainly over windward/leeward and triangular courses.

- France – the Ecole France de Voile promote training in offshore racing.

- Germany – has a new youth scheme based in Kiel.

- Italy has used the TV production of the America's Cup to develop a program in several cities to educate young sailors in match racing and team building.

Ireland has secured government funding to buy a keel boat for training

Greece uses IMS and ORC Club and promotes sailing to 50,000 students.

Norway reported that their Offshore Racing Club promotes sailing through a ranking series of events.

Vice-President Dave Irish highlighted that the calendar of events and ranking lists were major promotional tools for oceanic and offshore sailing.

John Lewis noted that a four-year calendar was preferred by companies investing in large boats & Organisers.

## **MINUTES - OFFSHORE COMMITTEE (CONT).**

- It was also noted that if offshore sailors could be encouraged, or required to register with ISAF, then this would not only make the completion of crew lists a great deal easier, and give more information but could be used for marketing, for example with league tables and also to help the media with more data.

In conclusion it was agreed to collate details of projects and circulate them to the committee.

(b) Consistent terminology for rating systems

This item is minuted under item 8 and submission 058-06.

(c) Boat tracking and position presentation

A report was received from Stuart Quarrie regarding tracking devices used in the Sydney Hobart, RORC Round Britain Race and Skandia Cowes Week. There was a general discussion on tracking devices used around the world in various offshore events.

RORC reported guidance figures of £150 per week for the hardware (or tracker unit) and between approx £15k and £30k for a web site depending on level of functionality required. It was also noted that Class B - AIS had been used successfully in the Baltic.

It was agreed that Stuart Quarrie would update his paper including details of costs with Will Apold, Sten Edholm, Wolfgang Schaefer and a RORC representative.

(d) Insurance

A report was received from Paddy Boyd regarding insurance issues. It was noted that generally carbon fibre is still considered as an exotic material in terms of insurance. David Lyons highlighted that industry self-regulation and self-help is best way to reduce the risk of cover. US Sailing have an insurance program and the 60ft classes (ORMA and IMOCA) have class insurance companies. Whilst it was noted that some organisers decline naming an appropriate figure and sighting the insurance certificate it was agreed to conduct research into a recommended reasonable level of insurance cover.

The Committee agreed to reflect on the points raised and provide feedback by 31 January 2007.

## **4. ISAF OFFSHORE TEAM WORLD CHAMPIONSHIPS**

(a) Selection of Equipment (Classes)

It was noted that the Executive Committee confirmed in February 2006 that The Offshore Team Worlds will adopt the same principles as the ISAF Team Racing events with regard to equipment that can be used (Regulation 17.1.1.) (May approve a non-ISAF Class boat)

## MINUTES - OFFSHORE COMMITTEE (CONT).

(b) Nationality Criteria

It was noted that in May 2006 Council approved Submission M001-06, to amend regulation 17.5.3 to read: "Regulation 17.5 shall not apply to competitors participating in the ISAF Open Match World Racing Championship and the ISAF Offshore Team World Championship."

(c) Report on 2006 Event

A report was received from Don Genitempo regarding the event held at Yacht Club Costa Smeralda in June 2006. There were seven teams from five nations sailing Farr 40, Swan 45 and TP52. The RRS Team racing rules were not applied. YCCS provided their usual great hospitality.

Stuart Quarrie questioned whether this was really an 'offshore' event as there were seven windward/leeward races and one 30 mile long race around an island. The YCCS representative advised that the event format was agreed with the class associations competing.

Philip Tolhurst noted that there should be a greater prominence of the ISAF logo associated with the event and in particular at the prize giving.

(d) Proposals for future events

The YCCS representative proposed in the long-term interest of the event, and the support of the current sponsors, that the 2008 event be held again at Yacht Club Costa Smeralda. The proposal will probably include the new GP42 class.

The proposal was approved, and the YCCS were requested to formalise their proposals for endorsement at the next ISAF Council meeting.

## **5. OFFSHORE SPECIAL REGULATIONS**

Recommendations were received from the Offshore Special Regulations Sub-Committee. In accordance with ISAF Regulation 15.17.6(c) the Offshore Committee is responsible for approving the Special Regulations on behalf of ISAF Council and the submissions are numbered "SR"

(a) OSR 3.04 and 3.05 Stability and Flotation - Multihulls

Submission SR1-06 from the Int. Regs. Commission Chairman was received. The OSR Sub-Committee recommended to consider the submission in two parts:

Part 1, the amendment to 3.04.3 to delete "National Authority or " was recommended for approval.

**Decision:** approved

Part 2 the amendment to 3.05.3 was recommended for deferral as further work is required to identify suitable stability indexes.

**Decision:** deferred

## MINUTES - OFFSHORE COMMITTEE (CONT).

(b) OSR 3.09.7 - Cockpit Volume

Submission SR2-06 from Int. Regs. Commission Chairman was received. The OSR SC recommendation was to reject.

**Decision:** rejected

(c) OSR 3.14.4 - Requirements for Pulpits, Stanchions, Lifelines on Multihulls

Submission SR3-06 from the Royal Yachting Association was received. The OSR SC recommendation was to approve the submission to amend OSR 3.14.4 (d) first sentence to read as follows: "on a catamaran – lifelines from bow to stern on each hull and transverse lifelines to form an effectively continuous barrier around the working area for man overboard prevention. " Delete second sentence: "A catamaran without a forward or aft crossbeam shall have transverse lifelines at the extremity of the net forward and aft."

**Decision:** Approved

(d) OSR 3.20.1 Cooking Facilities

Submission SR4-06 from US Sailing was received. The OSR SC recommendation was to defer in order to clarify which other gases were to be included, whether lighter-than-air gases were to be excluded and whether the maximum permitted size was a worldwide industry standard.

**Decision:** Deferred

(e) OSR 4.02 - Hull Marking (Multihulls)

Submission SR5-06 from the Royal Yachting Association was received. The OSR SC recommendation was to approve the submission to delete the words in 4.02.2: "on each hull".

**Decision:** Approved

(f) OSR 4.20.3 Liferaft Packing and Stowage (on multihulls)

Submission SR6-06 from the Royal Yachting Association was received. The OSR SC recommendation was to defer the submission to review the issues created by hazards such as collision and fire.

**Decision:** Deferred

(g) OSR 6.01 Training – Percentage of crew – different categories

Submission SR7-06 from the Italian Sailing Federation was received. The OSR SC recommendation was to reject the submission (on a vote of 4 in favour and 5 against).

Bruno Finzi spoke in favour of the FIV submission. On a proposal by Bruno Finzi seconded by Paul King the submission was approved on a vote of 12 in favour and 4 against.

**Decision:** Approved to be effective 1<sup>st</sup> January 2007:

" Monohull and Multihull category 2

6.01.1 At least 20%, but not less than two members, of a crew, including the skipper, shall have undertaken training within the five years before the start of the race in both 6.02 topics for theoretical sessions and 6.03 topics which include practical, hands-on sessions."

Monohull and Multihull category 1

## **MINUTES - OFFSHORE COMMITTEE (CONT).**

“6.01.2 At least 30%, but not less than two members, of a crew, including the skipper, shall have undertaken training as in OSR 6.01.1  
Renumber subsequent paragraphs and change reference in existing 6.01.4 from ‘6.01’ to ‘6.01.1’

(h) **OSR 6.01 – Training - CPR and First Aid Training**

Submission SR8-06 from U.S. Sailing was withdrawn.

(i) **OSR 6.03 Training – CPR and First Aid**

Submission SR9-06 from Yachting Australia was received. The OSR SC recommendation was to reject the submission.

**Decision:** Reject

On a proposal by Bruce Eissner the following action was unanimously agreed:  
It is not known whether any of the training requirements could lead to questions of liability. That matter will be explored and a report be provided at the next meeting.

The RYA, FFV and YA will work together to try to create a submission for next year that will include adequate first aid and CPR requirements for category 1 & 2 races.

(j) **OSR Appendix H – Code for Organisation of Oceanic Races**

It was noted that submission SR10-06 from Int. Regulations Commission Chairman was withdrawn.

## **6. ISAF RACING RULES**

(a) **RRS 49.2 - Crew Position**

Submission 130-06 from the Chairman of the Offshore Committee (on behalf of the International Jury at the ISAF Offshore Team Worlds) was received. The Committee stressed that OSR requirements on lifelines should be strictly enforced.

On a proposal by Bruce Eissner seconded by Stuart Quarrie the submission was unanimously rejected.

**Opinion:** Reject

(b) **RRS 78 - Compliance with Class Rules; Certificates**

Submission 139-06 was noted from the Chairman of the Offshore Committee (on behalf of the ORC)

**Opinion:** Defer to seek further consultation with the Racing Rules Committee

(c) **RRS Appendix A – Scoring**

Submission 141-06 was noted from the Chairman of the Offshore Committee (on behalf of International Regulations Commission Chairman).

On a proposal by Alan Green, seconded by Stuart Quarrie to adopt the submission, the motion was not supported on a vote of 5 in favour and 6 against. It was agreed to research standard sailing instructions for offshore race scoring.

**Opinion:** Submission Rejected

## **MINUTES - OFFSHORE COMMITTEE (CONT).**

(d) RRS Appendix J – Notice of Race and Sailing Instructions

Submission 153-06 was noted from the Chairman of the Offshore Committee.

**Opinion:** Approve

(e) RRS New Appendix – Rules for Oceanic Races

Submission 157-06 was noted from the Chairman of the Offshore Committee. It was agreed that the submission needed further work including acknowledging corrected time results. Comments were requested by 31 January 2007.

**Opinion:** Defer – seeking further consultation for amendment of the wording.

(f) RRS – Flexibility of penalties

Submission 170-06 from the Chairman of the Offshore Committee was received. It was noted that sailing instructions can deal with this issue and that it might not be appropriate at a very local level with the protest committee changing frequently and consequently not applying consistent penalties.

**Opinion:** Reject and refer the submission for possible inclusion in the draft Oceanic appendix.

(g) Amendments for big/fast boats

It was noted that some events had received approval from ISAF to amend RRS 18.2(b) from two to three boat lengths. Bernard Bonneau advised that the Racing Rules Committee have a Working Group looking at this issue.

## **7. ADVERTISING CODE**

(a) Regulation 20.3 – Event Organiser Advertising

Submission 001-06 from the International Dragon Association was noted. On a proposal by Paddy Boyd the submission was supported on a vote of 9 in favour and 3 against.

**Opinion:** Approve

(b) Regulation 20.3 – Class Association Advertising

Submission 015-06 from the Executive Committee was noted. On a proposal by Philip Tolhurst seconded by Paddy Boyd the submission was supported on a vote of 5 in favour and 3 against.

**Opinion:** Approve

## **8. STANDARD PARAMETERS AND NOTATION FOR DESCRIPTION OF BOATS**

### Submission 058-06

Submission 058-06 and its supporting data table from the Offshore Committee Chairman on behalf of Empirical Handicap Sub-Committee Chairman was received.

Nils Nordenstrøm was thanked for his work so far. It was proposed to hold a workshop meeting to progress this in the Spring of 2007. On a proposal by Philip Tolhurst seconded by Nils Nordenstrøm the submission was approved unanimously.

**Opinion:** Approve. A working party was appointed of Kjell Borking

## **MINUTES - OFFSHORE COMMITTEE (CONT).**

(Chairman), Ken Kershaw, Nicola Sironi, Dan Nowlan, Mike Urwin and Nils Nordenstrøm.

### **9. REGULATION 29 – ORC LIMITED**

Submission 014-06 from the Executive Committee was noted. On a proposal by Abe Rosemberg the submission was unanimously approved.

**Opinion:** Approve

### **10. REGULATION 26.2 – REQUIREMENTS FOR CLASSES APPLYING**

- (i) Submission 059-06 from the Executive Committee was noted. Pierre Fehlmann proposed a maximum fee payable of £100 per boat, built before ISAF status, which competes in a world championship. On a vote of 1 in favour and three against the amendment was defeated. On a vote on the original submission, the submission was rejected.

**Opinion:** Reject

- (ii) Submission 101-06 from the Chairman of the Offshore Committee was discussed, it was noted that the proposal to include boat weight was welcomed for all classes but that the incorporation of the wording in Regulation 26 was not considered appropriate. The recommendations would be passed to the Class Rules sub-committee for inclusion in the Standard Class Rules template for Offshore yachts.

**Recommendation:** Reject

### **11. CLASS APPLICATIONS FOR ISAF STATUS**

#### **(a) X - 35 Class**

- (i) The application 055-06 from X – Yachts was noted. The application was approved, subject to amendment to the Class Rules.
- (ii) The X - 35 Class Rules were noted. However in common with many current production boats the issue of compliance with OSR 3.08.1 hatches was noted and would be addressed by the Chairman, by requiring an amendment to require that all such hatches are closed while racing.

### **12. REPORTS & OPINIONS OF OFFSHORE COMMITTEE SUB-COMMITTEES**

#### **(a) Special Regulations Sub-Committee**

A report from Patrick Lindqvist (Chairman of the Special Regulations Sub-Committee) was received on matters not based on submissions.

It was reported that a review would be made of the OSR book in order to make it easier to understand the requirements.

Paul King proposed that the Sub-Committee should have a longer scheduled meeting time.



## **MINUTES - OFFSHORE COMMITTEE (CONT).**

### **(b) Oceanic Sub-Committee**

A report from Abe Rosemberg (Chairman of the Oceanic Sub-Committee) not based on submissions was received. It was proposed to:

- (i) develop a system to grade Oceanic Events
- (ii) review appendix D of the OSR – Man Overboard
- (iii) review the policy of ISAF to single-handed ocean racing.
- (iv) review the selection and terms of the representative of Major Oceanic Event organisers

### **(c) Empirical Handicap Sub-Committee**

A report from the Nils Nordenstrøm Chairman of the Empirical Handicap Sub-Committee was received and there were no matters not based on submissions.

## **13. REPORTS FROM HANDICAP SYSTEMS**

Reports from International / Recognized Handicap Systems:

### **(a) International Measurement System and ORC Club**

A report from the Offshore Racing Congress was received. The new GP box rules for 42, 33, 26 should see 18-22 boats racing in 2007. 8660 certificates had been issued for IMS and ORC club in the first 10 months of the year. IMS World Championship was held in Neustadt, (GER) with 50 entries from 10 countries. IMS 600 Worlds were held in Crete, (GRE) with twelve boats racing. IMS 670 Worlds were in Cadiz(ESP) with 32 boats from four nations.

### **(b) IRC Rating Rule**

Paul King made a report on behalf of the International IRC Owners Association. New for 2007 will be the option for a yacht to hold two rating certificates at the same time – one for two-handed racing. He reported that frequently enquiries are received from individual clubs in new countries which wish to introduce racing using IRC. They always request the club to advise their Member National Authorities of the discussions. They have never introduced IRC into a new country when there was an objection from their MNA. The total number of IRC certificated boats at the end of 2005 was 7078 with 18 countries having fleets of more than 25 boats covering 5 continents. At the end of August 2006 the year on year figure was down 452 which was due to a reduction of 739 in Spain due to a local RN Spanish rating and six nations adopting a “south” certificate year which meant a significant number of boats had not revalidated by 31 August.

## **14. INTERNATIONAL REGULATIONS COMMISSION**

Alan Green gave a verbal report as Chairman of the International Regulations Commission which reports to the ISAF Executive Committee. Details are available in the minutes of the Int. Reg. Commission minutes. In particular he requested feedback and data on any collision between a yacht and a container lost overboard from a ship. Regarding Traffic Separation Schemes (TSS) he requested feedback on whether MNAs or other yachting organizations had

## **MINUTES - OFFSHORE COMMITTEE (CONT).**

been, or had not been consulted when a new TSS was established in their area. Also that ISAF was proceeding with an application for status as an international organisation in liaison with the International Standards Organisation (ISO) and this was unanimously supported by the Offshore Committee.

On the issue of single-handed ocean sailing – Alan Green and Philip Tolhurst would work on reviewing this issue with the ISAF Executive Committee.

### **15. OFFSHORE EVENTS CALENDAR**

This is now on the ISAF Web site. The Major Event Organisers meeting previously organized by RORC had not been held this year, but following a meeting with Vice Presidents David Irish, David Kellett, The Chairman and the Commodore and Janet Grosvenor of RORC, it had been agreed that RORC would assist in the provision of information as a resource that could be used to avoid major event conflicts in the future. Further the Chairman will review with RORC the possibility of organizing future forums of Event Organisers, to review matters of common interest

### **16. REVIEW OF OFFSHORE CLASSES**

#### **(a) Review of ISAF Classes**

It was noted that all offshore classes had finally lodged their annual reports required under Regulation 26, with one exception.

The 50ft Open Monohull Class had been administered by IMOCA, but following an AGM, IMOCA had decided not to manage the 50ft Class anymore and had deleted all references to 50 footers in their IMOCA 60 Class rules. ISAF secretariat are unable to establish if anyone is taking over the administration of the 50ft class.

### **17. ISAF STRATEGIC PLAN**

#### **(a) The Project Proposals referred to the Offshore Committee are as follows:**

##### **(i) Measurement Platform**

*Proposal:* To establish a “measurement platform” to cover how and what to measure to cover most of the popular handicapping systems input needs.

The Committee considered that this issue was dealt with by Submission 058-06 and the working party that had been formed to progress it at a workshop in Spring 2007. (see Minute 8)

##### **(ii) Safety in Cruising Boats**

*Proposal:* Safety in cruising boats. Promoting safety in cruising boats by extending the usage of the ISAF special regulations and making safety-training material available to all MNAS.

It was noted that many MNAs have resource material on the subject. It was considered important to engage with the marine industry including yacht brokerage companies in order to make safety information more widely available outside the racing users.

## **MINUTES - OFFSHORE COMMITTEE (CONT).**

### **(b) Other Project Proposals**

Event Strategy – the paper was noted.

There followed a discussion in which the following points were made: that outstanding attractive events should be utilised as magnets to sailing publicity, the promotion is not rating rule driven but event driven. Rankings Lists are important promotional tools. Some felt that competition between nations was important. The concept of the pyramid of elite events supported by participation events was noted and that different promotional tools would be appropriate at the various levels. It was suggested that more promotional use could be extracted from the ISAF Sailor web-based system.

## **18. ANY OTHER BUSINESS**

### **(a) ISAF Sailor Classification Code – Regulation 22**

Antony Matusch, Chairman of the Sailor Classification Commission gave a verbal report noting that over 27,000 sailors have been classified in total, with 15,000 currently valid. At peak times there are 250 sailors per week being classified. The Classification Code is used almost 100% exclusively for offshore boat events such as Kings Cup and Commodores Cup and by classes such as Swan 45, X35, TP52 and NYYC 42.

The classification commission comprises 10 anonymous members representing US, Europe and Australia. The code and Frequently-Asked-Questions are posted on the ISAF website [www.sailing.org/isafsailor](http://www.sailing.org/isafsailor) in French, Italian and Spanish. Antony recommended that classes wishing to adopt classification should consult with him to ensure the wording was appropriate and that the code would be addressed in Judges/Race Officials manual. The Challenges for the Commission were issues regarding incorrect classification and rare cases of obtaining more than one classification. It was stressed that sailors have to challenge incorrect classifications and that a protest procedure is included in the code. It was agreed that standard paragraphs, which could be used in the Notice of Race, would be a useful addition to RRS Appendix J and K. However it was recommended to contact Antony for advice when establishing classification in a new area and that his contact details should be more prominent on the ISAF website.

It was noted that the Commission reports to the Executive Committee, amendments to the Code/Regulation 22 are made by submission as with other regulations, for interpretations contact Antony and the commission does not work on the basis of case law.

The Committee thanked Antony for his report and it was agreed the subject be placed as a regular item on the agenda of this committee.

### **(b) OSR Training**

Will Apold requested that to assist in the future review of training requirements data should be collected from MNAs and major Event Organisers.

## **MINUTES - OFFSHORE COMMITTEE (CONT).**

(c) Oceanic / Special Regulations – future work item

Abe Rosenberg requested that a summary of incidents be collated in detail, including lessons to be learned which could be in a similar format to Marine Accident Investigation Branch reports.

There being no further business the meeting concluded at 1612 with a vote of thanks to the Chairman.