The Oceanic and Offshore Committee met at 09:00 – 17:00 hours on 10 November 2010 at the Divani Caravel Hotel, Athens, Greece.

Please refer to the ISAF website www.sailing.org for the details of the submissions referred to in these minutes.

1. Opening of the Meeting

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Offshore Committee meeting of 11 November 2009 were noted and signed as a true record.
(b) Minutes Matters Arising not otherwise covered on the agenda

Jacques Lehn reported that further work to assist Vice President Teresa Lara in the ISAF objective to promote environmental awareness and good practice, had been progressed by Alan Green and will be covered under Item 17.

3. Chairman’s Report

The Chairman reported on activity during the year which had been positive to the future for different parts of the sailing world such as the work of ORC/IRC to work towards a unified rating system and for efforts to progressively integrate the world of oceanic sailing into ISAF. The aim was to promote sailors interests and avoid bureaucracy.

(a) Relations to Oceanic Racing World:

The ISAF Oceanic Concordat panel had their first meeting in Paris earlier this year to discuss the oceanic racing calendar and other issues relating to oceanic races. The panel adopted a harmonised racing programme from 2010-2013 that has been endorsed by ISAF. This includes the addition of the Velux 5 Oceans and Barcelona World Race to this group. A further meeting of the panel is to take place in Estoril in December this year.

Further meetings were also organised between the IMOCA class and Velux 5 Oceans to resolve class and scheduling issues.

(b) Relations to Recognised Rating Systems:

In 2009 submissions from the ISAF Executive regarding rating systems and world championships were deferred to a working group which met in Paris in early 2010. The group included a meeting of ORC, RORC, UNCL and ISAF representatives.

The meeting included a review of rating systems for offshore yachts having ORC and IRC. Each of these systems produce thousands of rating certificates around the world. The working group discussed the long term objective of ratings for offshore yachts based on memos from Hans Zuiderbaan and former members of RORC. This group initiated discussions between IRC and ORC whereby they are investigating a unified rating system.

The ORC and ISAF also discussed the issue of how ORC classes could align with ISAF classes recognition. There was a long lasting and difficult debate resulting in a new path and new basis for ORC Classes, the result of which is in Submission 133-10 this year.

(c) Working Parties Activities:

i) Storm Sails requirements in Offshore Special Regulations – a new working party had been appointed with Alan Green as Chairman to investigate the storm sail requirements within the Offshore Special Regulations and a report was produced for this November’s meetings.

ii) Redraft of Offshore Special Regulations – The secretariat have created a flexible and clearer presentation system of the offshore special regulations document for online versions that should be available in 2011.

iii) Standard parameters and notations working party – the group have now closed their work.

iv) Study of submission on Offshore Special Regulations – work has continued on submissions for now and the future.
(d) Miscellaneous

i) Offshore Special Regulations Plan review scheme – The ISAF initiative of structural plan review of offshore sailing yachts has been developing with certificates issued to several custom and production yachts an important milestone in the safety of offshore sailing yachts.

ii) Dyneema Lifelines – In January the Offshore Special Regulations permitted dyneema rope lifelines as an alternative to stainless steel wire, but the racing rules prohibits hiking from lifelines not made of wire. In attempting to harmonise the special regulations and the RRS further investigation into the use and safety of Dyneema lifelines has continued.

iii) ISAF Submissions - The Oceanic and Offshore committee and yacht classes have participated in submissions made this year including 064 and 065-10 relating to ISAF Regulation for classes and world championships. In addition the offshore groups have worked on the newly proposed advertising code.

4. Reports from Working Parties

(a) ORC/IRC

i) Memos were received from Hans Zuiderbaan, John Bourke and John Dare which had been circulated prior to the working party meeting held in Paris in February.

ii) Bruno Finzi reported that on the 4 November a joint Press Release had been issued stating:

“The Royal Ocean Racing Club (RORC) and Union Nationale pour La Course au Large (UNCL), joint owners of the IRC rating rule, have been in discussion with the Offshore Racing Congress (ORC) about the possibility of creating a unified organisation to govern yacht ratings worldwide.

The intention is for RORC/UNCL and ORC to create a joint venture company which would run the existing rules, IRC and ORC and then in time, using the combined knowledge and resources, evolve new rating systems that combine the benefits of IRC and ORC to create fast, fun and seaworthy boats for unified competition all over the world. “

Bruno Finzi reported that discussions were progressing towards a common goal and that they will report back when the parties are ready. The first stage will be to administer both Rating Rules jointly together.

Stan Honey reported that US Sailing met with ORC on 9 November and are also supporting this project and hope it comes quickly to fruition. The US measurement system is in common with the ORC and US Sailing have been working with Mike Urwin at RORC Rating to get a common measurement system.

Andrew McIrvine (RORC Commodore) as an observer supported the comments and wished to correct potential speculation that one or other of the groups involved would disappear or were in financial trouble. The process was of evolution rather than revolution.

Vice President Dave Irish extended his congratulations and appreciation to all parties involved.

(b) Storm Sails

Alan Green presented a report and as Chairman thanked the members of the working party including David Lyons who was present at the meeting. As a correction to the
report, regarding the diagram showing a trysail set on a strop on the back of the mast, he wished to delete the reference to the word ‘wire’. The summary of the recommendations were:

1. Retain current maximum Storm & Heavy Weather sail sizes
2. Make available on ISAF web site results of research into optimum S&HW sail sizes
3. Consider ERS terminology but do not abandon established terms without good reason
4. Encourage use and demonstration of properly accessible trysail track or alternative system
5. Encourage use and demonstration of inner forestay for storm jib
6. Allow boats to have without penalty more than one storm jib
7. Encourage race managers to require storm sail demonstration before boats start in significant offshore races
8. Encourage boats to equip, as far as possible, with fully coloured storm sails for improved SAR location
10. Remove Category 4 from OSR 4.26.4(g)

There was another point that could be called ‘9A’ – New measurement methods for storm sails to more accurately determine area and in particular to take account of roach and leech curve.

Alan Green noted regarding point 2, the complexity of a boat’s ability to carry sail and that ISAF had commissioned Andy Claughton to prepare a report to be made available on the website. Alan requested that when published, this work be publicised. Alan would work with Nils Nordenstrom to produce a summary of Nils’ paper which was also to be made available on the ISAF website.

Bruno Finzi thanked the working party and felt that Andy Claughton’s use of the ORC Rating System data to provide righting moment values would be valuable. However he would like the working party to further investigate item 6, regarding allowing more than one storm jib without penalty which was relevant to rating systems and class rules.

Stan Honey agreed that item 6 should be re-considered for loopholes, a heavy weather jib can often be usefully used as a staysail whereas a storm jib was generally too small for multi-purpose use. Alan Green would work on this with the established working party plus others interested in the subject.

Nils Nordenstrom applauded the report’s recommendation points 2-10 with the exception of point 1. (and possibly not point 6). However regarding Point 1 and the size of storm sails he still felt that storm sails were too big for a real storm. He explained that ‘storm’ on the Beaufort scale is defined as 26m/s, compared with a 10m/s breeze with full sail this is 2.5 times the wind speed but 6.25 times the wind pressure. The storm sails are around 1/3 of the full rig, so the sail pressure on a boat under storm sails in a storm is more than twice that of the boat with full rig in 10m/s. This is like sailing with double the size of the full-rig in 10m/s. Because of this there is a tendency to only use the storm jib, but this is equivalent to using the full rig in 10m/s placed on the bow, which presses the bow down and the boat suffers knockdowns. He felt it was a mystery that these facts were not acted on.
On a proposal by Jacques Lehn, seconded by Bruno Finzi on a vote of 15 in favour, 1 abstention and 1 against, the report was approved. It will constitute the basis for submissions for November 2011. Point 6 of the recommendations should be studied further to address potential loopholes for multiple storm jibs. It was agreed that the submissions resulting from the working party(apart from any regarding point 6) are not expected to be re-debated as this subject has now received considerable attention.

**Decision: Approve**

It was agreed that the Chairman and Vice Chairman of the Special Regulations Sub-Committee should prepare submissions to implement the recommendations in the OSR 2012. In the meantime it was also agreed to publish a more readable summary for ORC and IRC users and MNAs with involvement in Offshore racing.

(c) Offshore Special Regulations re-draft

Jason Smithwick made a presentation of developments to the Offshore Special Regulations Generator file which improves website presentation of the OSR and in particular the different categories. New features included switching recommendations ‘on or off’, and creating a list of additional requirements when upgrading a boat to a higher category. The new software was fully compatible with translations made in the OSR generator file. Detailed OSR checklists would also be developed for approval by the Special Regulations Sub-committee. The option of switching design requirements off would also be incorporated in the software.

Jacques Lehn summarised that the OSR book would remains as it is, with the intention to implement this website software for 1 January 2011.

Dave Irish said that having been involved with the initiation of the project he was quite pleased with what he saw which looks pretty good.

(d) Standard Parameters and Notation / Measurement Platform

Jacques Lehn noted that the Chairman of the Working Party (Kjell Bjorking) had reported very little activity, some of the members of the working party had resigned. Kjell and Nils Nordenstrom had suggested that the Oceanic and Offshore Committee should close the working party under its umbrella, further work should be related to the Equipment Rules of Sailing and this should be done under the umbrella of the Equipment Control Sub-Committee.

Nils Nordenstrom advised that the Equipment Control Sub-committee had accepted this proposal.

As all were in agreement, Nils was requested to keep the Oceanic and Offshore Committee informed of developments.

(e) OSR Building Plan Review

Jason Smithwick reported that since 1 January 2010, the ISAF Certificate of Building Plan Review Scheme had been gathering momentum. In association with the Notified Bodies, Germanischer Lloyd, RYA and IMCI, certificates had been issued to the following one-off designs: Team Origin TP52, a Humphreys IRC 54, and a Reichel/Pugh IRC 42. For series production runs on the J/111 and a Farr designed Class 40 – Kiwi 40 FC. More details at: [www.sailing.org/sailors/plan-review-procedure.php](http://www.sailing.org/sailors/plan-review-procedure.php).

5. **ISAF Regulations**

(a) Class World Championship Regulations
Submission 064-10 was received from the Chairmen of the Equipment Committee and the Events Committee on a restructure of Regulations 18 & 26 regarding Class World Championships and requirements. It was noted that the Executive Committee recommended adoption, the ISAF Classes Committee recommended to defer to a working group with representation from their committee and the Equipment Committee recommended to reject and create a revised and strengthened working party including ICC representation to present an amended submission in 2011.

Bruno Finzi noted that the ORC were attempting to nurture the new GP Classes and would support Submission 064-10 and 065-01 option 1. He felt that offshore classes would suffer if the current regulations were enforced.

As an observer, Rob Weiland from TP52 Class felt that a World Championship title should have value and that ISAF should ask the classes what their preferred minimum criteria would be.

On a proposal by Jacques Lehn, seconded by Bruno Finzi on a vote of 15 in favour and 1 abstention it was agreed to recommend to Council to reject the submission with the following comment:

**Opinion:****

Reject, However we support the principle of change but the detail needs more work. The working party, suggested by the Equipment Committee, should include a member of the Oceanic and Offshore Committee to work on a new submission for 2011. If 064-10 is approved, the Oceanic and Offshore Committee suggest to adopt option 1 of 065-10.

Submission 065-10 was received from the Chairmen of the Equipment Committee and the Events Committee on a restructure of Regulations 18 & 26 regarding Class World Championships and requirements.

Bruno Finzi asked for explanation of the proposed options.

Jason Smithwick summarised in comparison with the existing regulations:

Option 1 as more relaxed,

Option 2 as the same,

Option 3 as more difficult and that most offshore classes would fail.

On a proposal by Jacques Lehn, seconded by Bruno Finzi on a vote of 15 in favour and 1 abstention it was agreed to recommend to Council to reject the submission with the following comment:

**Opinion:****

Reject, However we support the principle of change but the detail needs more work. The working party, suggested by the Equipment Committee, should include a member of the Oceanic and Offshore Committee to work on a new submission for 2011. If 064-10 is approved, the Oceanic and Offshore Committee suggest to adopt option 1 of 065-10.

(b) ORC Limited (Offshore Racing Congress) and IRC

Submission 133-10 was received from the Executive Committee on amendments to Regulations 18.7, 29.1 and 29.2 relating to Offshore Racing Congress.
Dave Irish speaking on behalf of the submitted changes highlighted that 29.2(c) would permit the ORC to continue to develop five classes such as the old-IOR Ton Classes which would have all the rights and obligations of ISAF Classes but would be owned and managed by ORC and this would keep the pattern of the past situation which has produced some of the best sailing in the world.

Paddy Boyd highlighted that the word ‘Team’ appeared twice in the title of 29.1(k)

On a proposal by Jacques Lehn, seconded by Wolfgang Schaefer and a vote of all in favour except one abstention, the submission was recommended to Council for approval with one amendment.

**Recommendation to Council:**

Approve with the following amendment: to the proposed 29.1 (k) the Biennial ISAF Offshore Team World Team Championship provided that: Each event is subject to approval by ISAF. There shall be at least four teams representing four different nations or countries.

(c) Designation as an International or Recognized Class

Submission 134-10 was received from the Oceanic and Offshore Committee Chairman proposing amendments to Regulation 26.2.

Bruno Finzi felt that it was very important that Regulation 26.2 was amended to give the Oceanic and Offshore Committee a say in recommendations regarding class status of Offshore Classes.

On a proposal by Bruno Finzi, seconded by Paddy Boyd the submission was unanimously recommended to Council for approval.

**Recommendation to Council: Approve**

(d) Equipment Rules Administration

Stan Honey reported that at the Equipment Committee he had raised the issue of retaining in 32.1.1 direct input of recommendations from the Oceanic and Offshore Committee to the Council regarding Equipment Rules of Sailing. This had not been accepted.

Bruno Finzi proposed that in 32.2.2 the name of the ‘Offshore Committee’ should be corrected to ‘Oceanic and Offshore Committee’.

6. **Reports from Rating Systems**

(a) ORC International and ORC Club

Bruno Finzi presented a report and highlighted that the ORC Rating Rules were being used in 42 countries on 4 continents, via 33 established rating offices. Today there are around 2,500 ORC International certificates and 5,000 ORC Club certificates. The number of ORC International certificates are up 10%, with still one and a half months to go.

ORC have invested in software to enable measurers and rating offices to do the best job. Laser scanners and inclinometers and software to check work done by the laser scan. He hoped to carry on next year with the same success.
Oceanic and Offshore Committee (cont.)

(b) IRC Rating Rule

Janet Grosvenor spoke on behalf of the IRC Owners Association. The International IRC Owners Congress meeting had been held over 2 days in October. There were a total of 7339 certified boats. 27 countries on 6 continents had 25 or more boats. There was continued satisfactory growth despite the economic situation. Paul King was retiring as Chairman and is replaced by Peter Wykeham-Martin. The technical amendments to the IRC Rule for 2011 are on the website.

7. Advertising Code – Regulation 20

Submission 015-10 was noted from the Executive Committee.

Vice President Alberto Predieri explained that the proposed changes to the Advertising Code were to make the text more friendly to the user, clarify at what times the different parts of the code apply and to amend the section of the code relating to Special Events in order to provide a ‘catch-all’ regulation to harmonise with the position taken with the Volvo Ocean Race and Americas Cup. The Executive Committee had already accepted a friendly amendment to 20.5.5.

Paddy Boyd questioned what was the penalty for a breach of the Code, as the breach would not be performance-enhancing. He felt that a monetary penalty to go to the ISAF World Youth Trust should be considered. Alan Green felt that some teams would make a prior judgement that the monetary penalty was a price worth paying.

Bruno Finzi suggested that Advertising Code was hard to find and that the simplified tables 1 and 2 could be published in the Racing Rules of Sailing for better accessibility.

Alberto Predieri felt that if the Code was part of the RRS it could only be changed every 4 years.

It was noted that the Executive Committee recommendation was to reject Submission 016-10. Janet Grosvenor advised that submission 016-10 was withdrawn and the RYA had been in discussions with other delegates and would go back and reconsider current practices regarding additional entry fees for yachts carrying advertising.

Returning to Submission 015-10, discussion centred on proposed Regulation 20.2.3.:

“20.2.3 The right to display Advertising on a boat:

20.2.3.1 shall be subject to prior authorization of ISAF in the following cases:

(a) non-ISAF Classes and non-Recognized Systems with scheduled racing in more than three countries;
(b) Oceanic events;
(c) series of events scheduled to take place in more than one country;
(d) International Events with the same sponsor;
(e) the America’s Cup and all qualifying events for the America’s Cup; “

Rob Weiland (TP52 Class Manager) as an observer felt it was difficult to understand what the ‘catch-all’ change to the advertising code will do. Nearly all racing is funded through private owners, even if they carry advertising, even at the level of the America’s Cup. He accepted that the exception was shorthanded ocean racing in France.

Alberto Predieri explained that if 015-10 was approved, the TP52 class should apply to ISAF for authorisation of the Med Cup Circuit and ISAF would approve without charging a fee. He clarified that the Volvo Open 70 is not an ISAF Class and would be charged a fee for the Volvo Ocean race.
Edoardo Recchi, (Yacht Club Costa Smeralda) as an observer, questioned the situation regarding events organised by shipyards such as the Swan Cup organised by Nautor. He also questioned who decides the fee in the case of events such as the St Thomas International Rolex Regatta and the Rolex Swan Cup which presumably would be affected by 20.2.3.1 (d) ‘International Events with the same sponsor’. He felt that once the code was finalised there would always be someone who will use the RRS without paying and it was pretty difficult to have an impact on the real daily life.

Alberto Predieri felt that who was organising the event was irrelevant, they would still need to apply for prior authorization by ISAF in line with 20.2.3.1., and the authorisation and fee would be subject to negotiation with the entities.

Abe Rosemberg felt that the list of Special Events in the existing Code had been quite clear, he questioned whether the Executive had investigated how other sports federations dealt with this issue.

Alberto Predieri said that the intention was to make the regulation more clear regarding its effect on the Volvo Ocean race and the World Match Racing Tour; it was not the intention of this submission to do a complete review.

Rob Weiland was not against events with boats carrying advertising contributing to ISAF, but did not want to be encumbered in three year’s time owing a payment that cannot be sustained.

Jacques Lehn noted that the application of the advertising code had been discussed at the Major Oceanic Event Organisers meeting in Paris in July. He was concerned that the first steps to integrate the world of oceanic sailing into ISAF should not be met by the application of high fees.

Stan Honey felt that regarding 20.2.3.1 (b) ‘Oceanic Events’, not all oceanic events are high-profile fully sponsored events such as Volvo Ocean race, Velux 5-Oceans, Barcelona World race and The Transat. In the United States of America there are several oceanic events run by non-profit yacht clubs including the Transpac to Hawaii. The boats in these events are predominately not sponsored, although occasionally a maxi such as Alfa Romeo competes. These events were ‘oceanic events’ according to the ‘800 mile’ definition in the ISAF regulations.

Will Apold agreed that there were races in North America run by volunteer organisations that would be affected. In paragraph (b) adding the word ‘international’ would solve the problem for some North American events. The net spread by the new Advertising Code is catching the small fry and he looked for re-assurance that they will escape the net. He thought the submission should be rejected unless there was a clear exemption process.

Nils Nordenstrom was concerned that 20.2.3.1 (c) ‘series of events scheduled to take place in more than one country’ would affect racing in Oslo Fjord with events stopping in Norway and Sweden. Janet Grosvenor noted that there were many races between England and France which were mainly not sponsored club racing involving amateur sailors.

Alberto Predieri felt that (c) was only intended to affect events like the Louis Vuitton Trophy where there is only one ranking and the winner is the yacht winning the entire series held in different countries. ISAF have a contract with the World Match Racing Tour that they have exclusive rights to a Match Racing World Series. The intention is for ISAF to provide exemptions upon request on a case by case basis.

Antony Matusch observed that we were already hearing interpretations of the Code and that a set of Questions and Answers on the ISAF website would be very helpful, Alberto agreed that Q & As should be collected and published.
Oceanic and Offshore Committee (cont.)

Hans Zuiderbaan felt that the wording of 20.2.3.1 of the submission is wrong, he had a bad feeling with the whole thing and that it should have nothing to do with low level events.

On a proposal by Jacques Lehn, seconded by Stan Honey on a vote of 9 in favour, 3 against and 5 abstentions the submission was recommended for approval by Council with the following comment:

**Opinion:**

**Approve:** It is recommended that ISAF clearly states that it is not the intention to capture club and non profit events and that authorisation for these would be given by ISAF.

8. **Class Applications for ISAF Status**

(a) Maxi Association

The application from the International Maxi Association was reviewed.

Gianfranco Alberini represented IMA and reported on the Mini Maxi World Championship held in September. 24 mini-maxi yachts with 446 sailors on board were a spectacular sight racing in one fleet using the owner/driver rule with the world championship title decided on the last race. A report was received from IMA which highlighted some confusion over the term ‘endorsed’ certificate. Janet Grosvenor circulated a RORC paper responding to the issues raised. It was noted that the Class Rules Sub-Committee had recommended that the term ‘IRC Endorsed Certificate’ be stated in the class rules.

Bruno Finzi wished to compliment the class, even if they were struggling with the early stages of applying the rules, it was a wonderful job to see so many boats of that size racing – a very nice move for offshore sailing.

Wolfgang Schaefer felt that measuring such large yachts would have been a special challenge for any rating system and that the class status should be approved.

On a proposal by Jacques Lehn, seconded by Bruno Finzi the application was unanimously recommended to Council for approval.

**Council Agenda Item 17(e) – Recommendations not based on submission:**

**Approve for ISAF International Status**

(b) Class 40

The application from the Class 40 was reviewed. It was noted that there was a draft set of Class Rules in the ISAF format. More than 100 boats had been built with 45 competing in La Route du Rhum.

On a proposal by Jacques Lehn, seconded by Bruno Finzi the application was unanimously recommended to Council for approval.

**Council Agenda Item 17(e) – Recommendations not based on submission:**

**Approve for ISAF Recognised Status**
9. **Offshore Special Regulations**

In accordance with ISAF Regulation 15.17.6(c) the Oceanic and Offshore Committee is responsible for approving the Special Regulations on behalf of Council and the submissions are numbered ‘SR’.

Patrick Lindqvist as Chairman presented his Committee’s recommendations:

(a) The Committee received the Offshore Special Regulations Sub-committee agenda and supporting papers.

(b) Dyneema lifelines – OSR 3.14.6(a), RRS 49.2 and the race officials Q&A No. 2010-002 in regards to prohibiting hiking with the upper part of the body outside the upper lifeline.

Jacques Lehn felt it would be difficult to get a 75% support at the Council to delete as a matter of urgency the Racing Rule 49.2 reference to ‘wire’. More information regarding the use of dyneema (correct splices, chafe resistance etc) should be collated and a submission to change RRS 49.2 prepared for July 2011. He observed that accidents happen with steel lifelines.

Alan Green expressed the opinion that it was important that a request to Council or a submission to the Racing Rules Committee to delete the word ‘wire’ from RRS 49.2 should not be accompanied by a technical justification of life line materials. Council had agreed that final technical decisions are to be made by the Oceanic and Offshore Committee.

(c) ISAF Regulation 36.2 and the revision schedule of the Offshore Special Regulations after 2012.

It was noted that Regulation 36.2 would need to be amended. A submission would be prepared in line with the regulation governing the Racing Rules. It would also take into account that changes will be made every 2 years due to safety and technology developments, with the next edition effective 1 January 2012. It was confirmed that new submissions in time for the November 2011 meeting could be accepted for implementation 1 January 2012. It was advised to circulate any proposed new submission to Special Regulations Sub-committee and Oceanic and Offshore Committee well in advance for comments in order that they can be approved as circulated.

(d) Recommendations were received from the Offshore Special Regulations Sub-committee on ‘SR’ submissions.

The following decisions were taken unanimously ‘on block’ as proposed by Bruno Finzi, seconded by Hans Zuiderbaan.

i) Submission SR 01-10 OSR 4.03 – Material of Plugs for Through Hull Openings

   *Recommendation from SRSC: Reject in favour of a revised submission for 2011 to address the issue of plug stowage.*

   **Decision:** Reject

ii) Submission SR 02-10 OSR 4.07 – Flashlights / Searchlights

   *Recommendation from SRSC: Approve*

   **Decision:** Approve – (effective 1 January 2012 )
iii) Submission SR 03-10 OSR 4.19 – EPIRBs

It was agreed to amend new 4.19.1 (d) to state:

“Every ship’s 406 MHz EPIRB shall be water and manually activated”

Recommendation from SRSC: Approve submission as amended to be effective 1 January 2012 and during 2011 to review if grandfathering is required.

**Decision: Approve – (effective 1 January 2012)**

iv) Submission SR 04-10 OSR 5.01 – Lifejacket

Recommendation from SRSC: Approve with the following amendments:

5.01.1 (a)(i) add at end :’and UL 1180’

(a)(ii) change date to ‘2012’ and delete: “and any additional national, government, prescriptions thereto and “

**Decision: Approve (effective 1 January 2012)**

v) Submission SR 05-10 OSR 5.02 – Safety Harness and Safety Lines (Tethers)

Recommendation from SRSC: Reject

**Decision: Reject**

Additional Recommendation to the Oceanic and Offshore Committee not based on a submission:

Delete:“ Note: Before the end of 03/10 ISAF will publish recommended minimum breaking strains which for equipment purchased on or after 01/11 will be mandatory “

**Decision: Approve (effective 1 January 2011)**

vi) Submission SR 06-10 OSR 4.20 – Liferafts

Recommendation from SRSC: Reject –However the concerns raised are valid and it is suggested to produce a news article to alert potential consumers to the potential problems with liferafts which have been produced by manufacturers which have not been subject to third party verification. It was also agreed to maintain a list on the ISAF website of liferaft manufacturers whose production is subject to third party verification.

**Decision: Reject**

vii) Submission SR 07-10 OSR Appendix H -Telemedical Advice Service

The submission was withdrawn by Alan Green on the basis that the IMO Circular is promulgated and addressed by an Appendix H working party.

Recommendation from SRSC: Withdrawn

**Decision: Withdrawn**
viii) Submission SR 08-10 OSR Appendix G – Man Overboard Search Patterns

*Recommendation from SRSC: Approve*

**Decision:** Approve (effective 1 January 2012)

ix) Submission SR 09-10 OSR 6.05 & New Appendix N

*Recommendation from SRSC: Approve as amended (see SRSC minutes)*

**Decision:** Approve as amended by SRSC (effective 1 January 2012)

x) Submission SR 02-08 OSR 3.14 – Pulpits, Stanchions, Lifelines

*Recommendation from SRSC: Reject*

**Decision:** Reject

xi) Submission SR 01-09 OSR 3.08.3 – Hatches / Downflooding

*Recommendation from SRSC: Reject in favour of a new submission to be based on the working party report above SRSC (8(a)).*

**Decision:** Reject

10. Reports and Opinions of Sub-committees

(a) Special Regulations Sub-committee

The Chairman of the Special Regulations Sub-committee gave a brief report on issues not based on submissions. It was agreed that links to major race incident reports would be placed on the ISAF website.

(b) Empirical Handicap Sub-committee

The Chairman of the Empirical Handicap Sub-committee gave a report not based on submissions. Nils Nordenstrom highlighted that the international exchange of boat data remained the main focus.

11. ISAF Sailor Classification Code

A report was received from the Chairman of the Classification Commission. Antony Matusch noted that the Code was not solely used by Offshore Classes. He wished to stress that classes wishing to use the code should get in touch with Classification Commission prior to the event to obtain specific advice. Only 300 people had been affected by the elimination of Group 2.

Paddy Boyd wished to stress to a wider audience that ISAF was not imposing the use of the Classification Code. Antony Matusch confirmed that the Classification Commission have no influence on whether a class or event implements the Code. Nils Nordenstrom noted that the Melges 24 run a separate listing for Corinthians within the overall results.

Wolfgang Schaefer observed that the critical aspect is the control and verification of a sailor’s status, which worked well when Antony was present at an event.

Antony Matusch noted that there had been a recent change in policy in order to get more members of the classification commission to attend events when requested.
12. **ISAF Offshore Team World Championship**

Bruno Finzi reported that the 2010 event featured eight two-boat teams using Farr 40 and Melges 32. ORC and Yacht Club Costa Smeralda were looking for a solution to attract more teams and a few weeks before the event it looked as though there could be 12 teams. He complimented YCCS on their efforts. The racing had been affected by a lack of wind and only 6 of the scheduled 9 races were completed. Germany had won from ‘Italy 2’ with USA third.

13. **Oceanic Concordat**

The minutes of the meeting of major oceanic event organisers held in Paris on 7 July 2010 were received.

The Chairman reported that an Oceanic Panel of Jacques Lehn, Jerome Pels, Pierre Fehlmann, Alain Gautier and Mike Golding had been appointed. Since last year’s meeting the Barcelona World Race and Velux-5-Oceans had joined the Concordat.

Other races are asking to join:

(a) the Quebec - St Malo which is a historic race dating back to 1984. An event sponsor and which classes will be included remain to be determined.

(b) The Global Ocean race for Class 40s starting in September 2011 is also a possibility. The next meeting will be held in Estoril, Portugal in December.

The objectives of the concordat are to establish the calendar of races so that they are not clashing with each other, with protected dates for existing events. The calendar was established for 2010-13, and 2014 was now under discussion. The future conflict between the Barcelona World Race and Velux 5 Oceans will be discussed further after their 2010/11 races have been completed. The meeting will also be a forum for discussion of matters of mutual interest.

Alan Green questioned:

- if there was a danger of the current races in the concordat becoming a self-regulating ‘closed-shop’,
- how to make it clear to new events how they could become involved
- the ‘lifetime-tenancy’ issue, once an event has a time slot in the calendar

Jacques Lehn clarified that the concordat agreement with each event organiser could be cancelled if the organiser no longer meets the criteria to keep status. The Panel will be discussing a proposal by Pierre Fehlmann to grade events, where a new event might start at ‘C’ status and could move up to ‘A’ status. The intention is not to block new events.

Alan Green noted that EU environmental issues had been discussed at the oceanic organisers meeting and offered the assistance of the International Regulations Commission.

14. **Racing Rules of Sailing**

Submission 164-10 was noted from the Royal Spanish Sailing Federation on Rule 42 exceptions for ‘Offshore Classes’.

The Chairman was not sure that this submission was appropriate, He noted that there had been protests regarding pumping sails in the Volvo Ocean Race, and crew rocking inside a boat in the Tour de France a la Voile.
Janet Grosvenor noted that at the Class Rules Sub-Committee there had not been support for the submission from the representative from Spain.

Stan Honey’s view was to reject the submission as pumping and rocking work very well in offshore boats.

On a proposal by Paddy Boyd, seconded by Patrick Lindqvist on a unanimous vote, the recommendation to Council was to reject the submission.

**Opinion:** Reject

15. **Equipment Rules of Sailing**

Submissions 067-10 to 089-10 were noted regarding proposed amendments to the ERS 2013-2016.

Bruno Finzi felt that the ERS are not created to fit adequately offshore measuring systems in general, and these submissions have not changed this trend.

As an observer, Mike Urwin noted that IRC had adopted the ERS in their entirety and the number of significant problems encountered this year was zero.

It was unanimously agreed to offer no recommendations to Council on the ERS submissions.

(a) 067-10 The Equipment Rules of Sailing - Introduction - Preamble

**Opinion:** No Recommendation

(b) 068-10 The Equipment Rules of Sailing - Introduction - Terminology

**Opinion:** No Recommendation

(c) 069-10 The Equipment Rules of Sailing - Introduction - Status

**Opinion:** No Recommendation

(d) 070-10 The Equipment Rules of Sailing - Introduction - Applicability

**Opinion:** No Recommendation

(e) 071-10 The Equipment Rules of Sailing - Introduction - Changes

**Opinion:** No Recommendation

(f) 072-10 The Equipment Rules of Sailing - Part 1 - USE OF EQUIPMENT and New APPENDIX 1

**Opinion:** No Recommendation

(g) 073-10 The Equipment Rules of Sailing - B.10 - CENTRE OF GRAVITY

**Opinion:** No Recommendation

(h) 074-10 The Equipment Rules of Sailing - New B1 - POSITION OF EQUIPMENT

**Opinion:** No Recommendation

(i) 075-10 The Equipment Rules of Sailing - C.2.1 Class Rules

**Opinion:** No Recommendation

(j) 076-10 The Equipment Rules of Sailing - C.3.2 Certify

**Opinion:** No Recommendation
(k) 077-10 The Equipment Rules of Sailing - C.3.3 Certificate
   **Opinion:** No Recommendation

(l) 078-10 The Equipment Rules of Sailing - C.3.4 Certification Mark
   **Opinion:** No Recommendation

(m) 079-10 The Equipment Rules of Sailing - C.4.4 Official Measurer
   **Opinion:** No Recommendation

(n) 080-10 The Equipment Rules of Sailing - C.5.4 Personal Flotation Device
   **Opinion:** No Recommendation

(o) 081-10 The Equipment Rules of Sailing - C.6.1 Boat
   **Opinion:** No Recommendation

(p) 082-10 The Equipment Rules of Sailing - F.1.4 Spar Types
   **Opinion:** No Recommendation

(q) 083-10 The Equipment Rules of Sailing - G.1.3 Sail Types
   **Opinion:** No Recommendation

(r) 084-10 The Equipment Rules of Sailing - G.1.4(b) Ply
   **Opinion:** No Recommendation

(s) 085-10 The Equipment Rules of Sailing - G.1.4(m) Window
   **Opinion:** No Recommendation

(t) 086-10 The Equipment Rules of Sailing - G.3 SAIL CORNERS
   **Opinion:** No Recommendation

(u) 087-10 The Equipment Rules of Sailing - H.1 CERTIFICATION CONTROL
   **Opinion:** No Recommendation

(v) 088-10 The Equipment Rules of Sailing - H.5.1 Conditions of Sail
   **Opinion:** No Recommendation

(w) 089-10 The Equipment Rules of Sailing - H.5.3 Excluding Attachments
   **Opinion:** No Recommendation

16. **World Sailing Speed Record Council**

Stan Honey as a member of the World Sailing Speed Record Council presented a report and a 5 minute video was shown by the Chairman to honour the Round the World record set by Franck Cammas’ trimaran Groupama in 48 days, 7 hours.

Commenting on the Round the World Record, for which he was the navigator, Stan Honey highlighted some statistics from the voyage. Groupama averaged 18.9 knots on the great circle route, however due to ‘unattractive’ weather, Groupama actually sailed around 29,000 miles at an average speed of 24.7 knots through the water. The best 24 hour run was 799 miles at an average of 33 knots and the peak speed achieved was 45 knots. His role as navigator was to avoid rough water, as the boat performed less well in 25 knots and in 35
knots slowed dramatically. On the whole trip, winds over 36 knots were only experienced for three and a half hours.

Since Bruno Peyron’s 1993 record of 79 days on Commodore Explorer, Groupama’s was the 8th successful attempt on the outright record. In this time there have been 15 failed attempts, 11 due to breakdowns. 9 out of the last 11 attempts have failed due to breakdowns, of which Groupama accounted for breakdowns in two of the last three attempts. His conclusion was that the record was getting harder to beat and it was correct to focus a boat’s capabilities on light to medium air performance.

Another recent notable achievement was a solo Round Britain and Ireland Record established by the 100ft Oman Air Majan sailed by Sidney Gavignet in a time of 4 days 15 hours 9 minutes and 27 seconds at an average speed of just under 16 kts.

He noted that Hydroptere’s 51.4 knot outright record had been passed in October by several kiteboards in the 54 knot range which is in excess of 100km/h, these October records are subject to WSSRC ratification.

Turning to the work of the WSSRC, Stan explained that his main involvement as a member of the WSSRC Council was as a technologist, working on the precision of GPS. Stan wished to clarify that he was not involved in the ratification of records in which he was sailing.

Stan ended the report on behalf of WSSRC Chairman Claude Breton with a quote from his illustrious predecessor, the late Sir Reginald Bennett. He said “The rationale of WSSRC is a very simple one. It is to establish the truth of any claim to have put up a World Record under sail. It is our job to test the claims and prove them. And this must be done by people who have nothing to gain from the claim – neither its success nor its failure. We have to be totally independent in our judgements.” I hope you find the WSSRC’s services are trustworthy and satisfactory.

17. **International Regulations Commission**

The Chairman of the International Regulations Commission gave a verbal summary of issues considered by the Commission.

(a) Recreational craft statistics - The International Regulation Commission were attempting to gather statistics on the number of recreational boats in each country and that any help that committee members could provide would be appreciated. An approximate estimate was 23 million, this was useful when representing the case of the recreational craft user at IMO etc.

(b) Bio-fouling – work had been going on in an IMO correspondence group preparing guidance documents regarding measures to control the transfer of invasive aquatic species in biofouling (hull fouling). ISAF was trying to keep the document to a simplified format of three pages for recreational craft.

(c) Safety zones around wind farms – consideration had been given at IMO to the creation of standard criteria for very large safety zones (the impetus had come from a need to protect an FPSO – a Fixed Point Storage and Offloading unit – which needed a very large clear area). On behalf of ISAF, Alan Green was concerned that such criteria could be used to exclude recreational from wind farms and had succeeded in the inclusion in the final IMO document of a recommendation that all stakeholders should be consulted before a very large safety zone was approved.

(d) Piracy – the dangers of piracy off the ‘Horn of Africa’, the Gulf of Aden (GoA) and the northern Indian Ocean had been publicised on the ISAF website with links from the Ocean Cruising Club website, also ‘Noonsite’ and a number of other cruising websites.
The RCC (Royal Cruising Club) and CA (Cruising Association) had also been fully involved. A one page ‘flyer’ had been distributed to a large number of ports and marinas in the area surrounding the GoA through which cruising yachts were known to pass. An estimated 200-250 cruising yachts passed this area each year. The ISAF/MSCHOA Guidelines continued to strongly recommend avoidance of the area. For those yachts which did make a passage, advice was given about how to contact the authorities etc. An ISAF meeting had been held at the Maritime Security Centre, Northwood, UK on 19th October, which representatives of cruising yachtsmen and Jack Lloyd of the Volvo Ocean Race had attended.

(e) Single handed records by juveniles – following agreement by WSSRC not to recognise records depending on a human condition (e.g age) the Commission had secured an agreement with Guinness World Records whereby GWR would not recognise an oceanic single-handed record unless the sailor was at least 18 years of age and possessed an oceanic yachtmaster certificate or equivalent.

(f) Environmental Code – following a request from the ISAF Executive a draft Offshore Racing Environmental Code had been prepared which the committee agreed would be printed inside the front cover of the Offshore Special Regulations booklet. (Attached as Appendix 1 to these minutes.)

Noting that Alan Green was stepping down from the International Regulations Commission, Jacques Lehn led the committee on behalf of oceanic and offshore sailors, in sending his appreciation and thanked Alan and his team for their work at IMO.

18. **Review of Offshore Classes**

It was noted that the Equipment Committee had recommended that ISAF Class status be withdrawn from X-99 class and that class reports can be found on the website [www.sailing.org/classes](http://www.sailing.org/classes).

19. **Any other Business**

There being no further business the Chairman concluded the meeting at 17:06.

Alan Green proposed a vote of thanks to Jacques Lehn and very much appreciated the tremendous work he had put into the task. The proposal was carried with acclaim.
Offshore racing environmental code

ISAF is committed to the promotion of care for the environment. In offshore racing we will

- use holding tanks where fitted and empty at a pump-out station or more than 3 miles offshore
- in the bilges use oil collection pads and dispose properly ashore
- use environmentally-friendly cleaning products suitable for the marine environment
- retain garbage on board for recycling or disposal ashore except on a long voyage when biodegradable waste may be discharged overboard
- avoid the use of 2-stroke engines (except advanced models with pollution control)
- use solar, water power or wind charging when appropriate
- use shore toilets when in port
- observe IMO guidelines on biofouling

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