

Oceanic and Offshore Committee Minutes

The Oceanic and Offshore Committee met at 09:30 – 16:34 hours on Wednesday 7 November 2012 at the Royal Marine Hotel, Dun Laoghaire, Ireland.



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

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Present:

Jacques Lehn (FRA)– Chairman	Eva Holmsten (SWE)
Hans Zuiderbaan(NED)– Vice Chairman	Stan Honey (USA)
Will Apold (CAN)	Maximo Rivero Kelly (ARG)
Paddy Boyd (IRL/CAN)	Noboru Kobayashi (JPN)
Adrienne Cahalan (AUS)	Patrick Lindqvist (Special Regulations SC)
Stuart Carruthers (International Regulations)	Nils Nordenstrom (Empirical Handicap SC)
Pierre Fehlmann (SUI)	Tom Rinda (Classification Commission)
Bruno Finzi (ITA)	Abraham Rosemberg (BRA)
Janet Grosvenor (GBR)	Wolfgang Schaefer (GER)
	David Irish – (Vice-President)

Apologies:

Ioannis Maragoudakis (GRE)

Not Present:

Emigdio Bedia Fernandez (ESP)

Also in Attendance:

Jason Smithwick (Head of Technical & Offshore Dept)

Simon Forbes Technical & Offshore Manager

Henry Thorpe Technical & Offshore Co-ordinator

1. Opening of the Meeting

The Chairman opened the meeting and welcomed the committee members.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Oceanic and Offshore Committee meeting of 10 November 2011 were noted and signed as a true record.

(b) Minutes Matters Arising

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

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3. Chairman's Report

The Chairman reported on activity during the year. (see Appendix 1).

4. Reports from Working Parties

Bruno Finzi reported that as mentioned in the Chairman's report the progress of the discussions between ORC and IRC were still slow, however the representatives are still talking. The latest meetings were in London in October and in Dun Laoghaire on Monday 5th November. There is nothing concrete to release yet.

ORC have been working with RORC and US Sailing representatives on a 'first bridge', a universal measurement system which will allow owners to change from one rating system to another without further measurement. Initially it will cover IRC, ORC, ORR and HPR systems. It was noted that the 'load condition' for measurement would be the same as IRC, a 'lightship trim' measurement. A 'measurement inventory' weight could specify anchors etc.

Stan Honey considered that getting the universal measurement system in place will be a move that will outlive the current rating rules.

5. ISAF Regulations

Submission 008-12 was noted from the Canadian Yachting Association on Regulation 5 - Nomination and Appointment Process.

On a proposal to defer by Paddy Boyd, seconded by Patrick Lindqvist and a vote of 17 to defer and 1 abstention it was agreed to defer.

Opinion: Defer

6. Racing Rules of Sailing

- (a) Submission 117-12 was noted from the Chairman of the Racing Rules Committee on a new Appendix SY – Superyacht Racing Rules.

Bernard Bonneau explained that the Racing Rules Committee had proposed amendments to the preamble to read: *"When stated in the notice of race and the sailing instructions, Superyacht races shall be sailed under The Racing Rules of Sailing as changed by this appendix."*

The reference to 30 metres had also been changed to 30.5 metres.

On a proposal by Stan Honey, seconded by Will Apold and a vote of 14 in favour, 1 against and 2 abstentions it was agreed:

Opinion: Approve with the following amendment:

Recommend approval as amended by the Racing Rules Committee.

- (b) Submission 116-12 was noted from the Chairman of the Racing Rules Committee to provide a Case (Interpretation of the Racing Rules) that answers frequently asked questions concerning the meaning of the term 'information freely available' as used in Rule 41(c).

Stan Honey noted that the term 'freely available' had different meanings for the Transpac and Newport-Bermuda Races compared with the Sydney Hobart Race.

Bernard Bonneau explained the Racing Rules Committee had now split the submission into two Cases. The first Case will comprise questions 1 and 2 with the interpretation of rule 41(c). The second Case will comprise questions 3 and 4

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about changing a rule in sailing instructions.

On a proposal by Stan Honey, seconded by Patrick Lindqvist there was a vote of 15 in favour and 2 abstentions.

Opinion: Approve with the following amendment

Recommend approval as amended by the Racing Rules Committee.

7. Reports from Rating Systems

Reports from the International / Recognized Rating Systems:

(a) ORC International and ORC Club

Bruno Finzi presented a report from the Offshore Racing Congress.

He highlighted that ORC issues rating certificates in 42 countries on five continents (36 National Rating Offices) and 6 nations centrally managed. Italy and Holland remain the largest fleets with over 1000 yachts each. There is a worldwide total of over 7000 yachts.

Congress has now approved a new residuary resistance model for the Velocity Prediction Program (VPP). He was particularly proud of the Sailor Services System which includes a database of over 60,000 rating certificates. This enables owners to conduct a test run of any configuration changes and has been an unexpected success, accessed 17,000 times in the first 10 months.

ORC has also agreed with US Sailing to help develop the concept of a UMS, or Universal Measurement System, as a measurement protocol which defines a complete measurement of an offshore boat that is also compatible with the ISAF Equipment Rules of Sailing (ERS). This is a new project that will help in the standardization of multiple rating systems, and the UMS may include several new measurements in addition to those already found in the ORC's IMS.

The Audi ORC International World Championship 2012 was held from 4 - 11 August 2012 in Helsinki, Finland. The event attracted a record number of 124 yachts from 11 countries.

(b) IRC Rating Rule

Janet Grosvenor presented a report from Peter Wykeham-Martin, Chairman International IRC Owners' Association.

The total number of IRC certificated boats at the end of 2011 was 7066 with 28 countries having fleets of 25 boats or more on 6 continents, thus continuing to satisfy the requirements of ISAF Regulation 12.2(e)(i). At the end of August 2012, 23 countries had fleets of 25 boats or more with the likelihood of a further 5 by the end of the year. The annual meeting of the IRC Congress was held in Windsor, GBR on 13-14 October 2012. Representatives of 14 IRC National fleets were present.

During 2012, the effects of the global economic situation have continued to be noticeable with a significant decline in the number of boats rated. Within this, it is apparent that the number of new boats is again significantly lower than historically.

There is concern at the declining number of boats rated under IRC during 2011 and particularly the steep decline so far in 2012. At 31 August 2012, only 91.8% of the certificates had been issued compared with the same time in 2011. IRC OA consider that this is largely a reflection of the world economic situation.

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Discussion at the recent IRC Congress however suggests that there is a wider malaise affecting the racing of cruiser/racers generally. Various future initiatives are planned to try and counter this.

Mike Urwin, explained that following an 'online' survey aimed at non-rated boats, there was significant demand from boats that only do one or two races per year. Limited validity certificates will be introduced to cater for this requirement.

Rob Weiland as an observer, noticed a trend for yachts to hold a rating certificate under both rating rules, so that the total number of yachts racing could not be assessed by adding the total of both rules.

8. Advertising Code – Regulation 20

- (a) Submission 015-12 was noted from the Events Committee Chairman regarding the bibs at ISAF Events and the Advertising Code – Regulation 20.

It was considered that bibs should not be worn in offshore sailing events (such as the ISAF Offshore Team Worlds) as they were not compatible with inflatable lifejackets.

Opinion: No Recommendation

- (b) Submission 016-12 was noted from the Executive Committee regarding the bibs at ISAF Events and the Advertising Code – Regulation 20.

Opinion: No Recommendation

- (c) Submission 017-12 was noted from the Executive Committee regarding Advertising Code – Regulation 20 – Table 1, boom.

It was noted that the submission concerned a change to permit event advertising on the aft 20% part of the boom.

On a proposal to reject by Bruno Finzi, seconded by Max Rivero Kelly there was a vote of 14 to reject, 4 abstentions and 0 against.

Opinion: Reject

9. Offshore Special Regulations

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

- (a) The agenda and supporting papers of the Offshore Special Regulations Sub-committee were received.
- (b) Recommendations from the Offshore Special Regulations Sub-committee on 'SR' submissions were received. It was agreed that any changes approved would not be effective until 1 January 2014, when the new OSR book will be published.

The Chairman recommended the decisions on 'SR' Submissions be made 'on block'. That the following submissions withdrawn or deferred by the SR Sub-committee should not be considered further:

Withdrawn: 02-12, 12-12, 16-12, 22-12

Deferred: 04-12, 06-12, 07-12, 08-12, 11-12, 13-12, 14-12, 15-12, 23-12

On a proposal by Abraham Rosemberg, seconded by Bruno Finzi the following SR submissions (as amended by the Sub-committee) were unanimously approved to be effective 1 January 2014: 22-11, 01-12, 03-12, 10-12, 18-12, 19-12.

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- i) OSR Appendix K – Moveable and Variable Ballast

Deferred Submission SR22-11 was received from the IRC Rating System and Royal Yachting Association to limit the maximum static heel angle when variable and moveable ballast are used.

Recommendation to the Oceanic and Offshore Committee:

Approve with the following amendments: delete: 'Minimum Operating Mass', insert: 'Light Craft Condition'

Oceanic and Offshore Committee Decision: Approved as amended

- ii) OSR 3.03 and Appendix M – Hull Construction Standards, Keel Inspections

Submission SR01-12 was received from the Chairman of the Special Regulation Sub-committee regarding keel inspection.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendment:

"Regular inspections of the keel and keel/hull attachment structures are strongly recommended."

Oceanic and Offshore Committee Decision: Approved as amended

- iii) OSR 3.29 – Radar Specification

Submission SR03-12 was received from the Chairman to update radar specifications.

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

- iv) OSR 3.29 – Communication Equipment

Submission SR10-12 was received from Yachting Australia to update the communication equipment required on board.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendments:

No changes to existing 3.29 except add:

"vi VHF transceivers installed after 31 December 2015 shall be DSC capable. MoMu1,2,3,4

vii DSC capable VHF transceivers shall be programmed with an assigned MMSI (unique to the boat), be connected to GPS receiver and be capable of making distress alert calls as well as sending and receiving a DSC position report with another DSC equipped station. MoMu1,2,3,4 "

Oceanic and Offshore Committee Decision: Approved as amended

- v) OSR 3.29.1(e) – Communications Equipment, Electronic Position Fixing, AIS

Submission SR18-12 was received from Sten Edholm to recommend DSC on handheld VHF.

Recommendation to the Oceanic and Offshore Committee: Approve

Oceanic and Offshore Committee Decision: Approved

- vi) OSR 3.29.1(e) – Communications Equipment, Electronic Position Fixing, AIS

Submission SR19-12 was received from Sten Edholm to require a masthead

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AIS antenna.

Recommendation to the Oceanic and Offshore Committee: Approve with the following amendment:

“AIS antennas shall be mounted on top of the main mast.”

Effective 1st January 2014

Oceanic and Offshore Committee Decision: Approved as amended

- (c) Following requests from some members of the Oceanic and Offshore Committee for specific debate, the Special Regulations Sub-committee recommendations on SR27-11, 05-12, 09-12, 11-12, 17-12, 20-12, 21-12, were removed from the recommendations approved ‘on block’ in item (b) above and the submissions were reviewed separately by the Oceanic and Offshore Committee:

- i) OSR 3.14 - Pulpits, Stanchions, Lifelines

Deferred Submission SR27-11 was received from US Sailing to change the definition of ‘taut’ lifeline from an optional guideline to a mandatory requirement (OSR 3.14.2.)

Recommendation to the Oceanic and Offshore Committee: Approve SR27-11 effective on the 1st January 2014.

Stan Honey noted that Submission 27-11 had been deferred in 2011, on the basis of a paper by James Dadd (RORC Rating Office) that the proposal was unworkable. The paper concluded that following tests, few boats comply with the current recommended tension guideline and that to make it mandatory would be impractical. The Special Regulations Sub committee meeting in 2011 had concluded that more work was needed and a working party of Renee Mehl and James Dadd were asked to review the subject. At the 2012 SRSC meeting Renee Mehl had presented a proposed wording from David Irish following the measurement of a selection of boats. The motion to adopt the proposed revised wording had been defeated. The SRSC had then in a vote of 6 in favour and 4 against voted to approve the original Submission 27-11.

On a proposal by Stan Honey, seconded by Will Apold, Submission SR27-11 was deferred on a vote of 16 in favour and 2 abstentions. Renee Mehl and James Dadd were asked to produce a submission for 2014 meeting.

Oceanic and Offshore Committee Decision: Deferred

- ii) OSR 4.20.3 – Deployment of liferaft from an inverted canting keel monohull

Submission SR05-12 was received from the Chairman of the Offshore Special Regulations Sub committee to modify the liferaft stowage arrangement on a canting keel monohull.

Recommendation to the Oceanic and Offshore Committee: Approve as amended

On a proposal by Abraham Rosemberg, seconded by Patrick Lindqvist, submission SR05-12 was approved on a vote of 9 in favour, 5 abstentions and 4 against.

Oceanic and Offshore Committee Decision: Approved as amended

- iii) OSR 3.14.7 – Pulpits, Stanchions and Lifelines

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Submission SR09-12 was received from Yachting Australia to repeal the prohibition of carbon fibre in pulpits, stanchions and lifelines on boats with age or series dates after January 1987.

Recommendation to the Oceanic and Offshore Committee: Approve effective 1 January 2014

As an observer, Ken Kershaw noted that the ISO Standard 15085 – ‘Man Overboard Prevention and Recovery’ does not take into account impact loads on stanchions. He proposed that the submission be deferred to the next meeting whilst a meaningful assessment was made of the suitability of carbon stanchions in respect of shattering.

David Lyons (observer) noted that the Yachting Australia submission was supported by a 28 page document, and that the Special Regulations Sub committee had voted 6 in favour 2 against to approve it. He noted that Australia had already adopted the submission as a local prescription. It was noted that the ISAF OSR book will be next reprinted for 1 January 2014. Rather than pushing submission SR09-12 for approval now he proposed deferral and offered to contribute to a working party to settle the concerns regarding the issue of carbon fibre shattering.

The Committee agreed that it would be better to defer SR09-12 in order to address concerns - rather than approve, which might have the consequence of some major MNAs issuing prescriptions to continue to prohibit carbon stanchions.

On a proposal to defer by Bruno Finzi, seconded by Abraham Rosenberg there was a vote of 16 in favour of deferral and 2 against. A working party of Ken Kershaw and David Lyons were asked to produce a submission for the 2013 meeting.

Oceanic and Offshore Committee Decision: Defer

iv) OSR 3.04 – Stability – Monohulls

Submission SR11-12 was received from Sten Edholm to specify mandatory stability requirements.

Recommendation to the Oceanic and Offshore Committee: Defer

Abraham Rosenberg asked that a working party look at the ORC Limit of Positive Stability (LPS) for Category 3 and 4, as there is no ORC Stability Index for these categories.

Ken Kershaw(observer) noted that the proposed requirement for OSR Category 4 of ISO Design Category C which could include dinghies such as the 470 may be inappropriate.

On a proposal to defer by Abraham Rosenberg, seconded by Bruno Finzi there was a unanimous vote to defer for further editing by a working party of David Lyons, Mike Urwin, Sten Edholm and Dan Nowlan.

Oceanic and Offshore Committee Decision: Defer

v) New OSR 3.28.5 – Emergency Lighting Below Deck

Submission SR17-12 was received from Sten Edholm to require emergency facilities for lighting below deck.

Recommendation to the Oceanic and Offshore Committee: Approved as

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amended:

Delete: 'shall', insert: 'should' in both sentences. Change paragraph text to italic (recommendation).

Stan Honey expressed concern that this submission was an example of making the OSR too complicated. That rather than adding features to be safe when a monohull is inverted following the loss of the keel, attention should be devoted to ensuring that the keel remains attached.

On a proposal to approve by Patrick Lindqvist, seconded by Abraham Rosenberg with a vote of 3 in favour, 7 abstentions and 8 against, submission SR17-12 was rejected.

Oceanic and Offshore Committee Decision: Rejected

vi) New OSR 3.30 – Re-boarding an Inverted Yacht

Submission SR20-12 was received from Sten Edholm to require facilities to enable the crew to re-board an inverted yacht.

Recommendation to the Oceanic and Offshore Committee: Approve as amended:

“A yacht shall have means to enable the crew to re-board the yacht in case of capsize. MoMu0,1,2 ”

Stan Honey considered the submission was a wrong solution and was taking the OSR in an inappropriate and irrelevant direction. The fundamental requirement should be that the scantlings are sufficient to ensure that the keel does not break off.

On a proposal to reject by Stan Honey, seconded by Stuart Carruthers with a vote of 14 to reject and 4 abstentions, SR20-12 was rejected.

Oceanic and Offshore Committee Decision: Rejected

vii) OSR 4.19.1 – EPIRB

Submission SR21-12 was received from Sten Edholm to achieve better access to EPIRBs on deck.

Recommendation to the Oceanic and Offshore Committee:

Approve as amended: In both paragraphs, Delete: "topside" and insert: "on deck"

Janet Grosvenor expressed concern that this submission was an example of why some organisations were looking to walk away from invoking the OSRs. The OSRs were thought to be too prescriptive and that they do not take into account the significant effect on smaller boats.

Sten Edholm felt that as the Irish Marine Casualty Investigation Board had recommended to ISAF that OSR 4.19 be modified to require an EPIRB to be mounted so it can float free and deploy automatically in the event of a capsize, then ISAF should respect the recommendation.

Will Apold noted that the OSR 4.19 does not currently specify the stowage requirements for the EPIRB. He would support a recommendation for an EPIRB to be stowed on deck, as after a couple of days of racing an EPIRB might be buried under sail bags down below.

Stuart Carruthers felt that the OSR Sub-committee needed to review the developments in small craft distress alerting and to produce a coherent

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revision which is also suitable for smaller production yachts.

Hans Zuiderbaan felt that a small yacht should not be rigged up with equipment that would never be used and that the OSR SC should have a review to question if all items are still needed.

Stan Honey felt that a requirement in Category 2 races for an EPIRB mounted on deck would cause problems from being lost overboard, for instance by being tangled on spinnaker sheets or halyards. This would undermine Search and Rescue organisation. He noted that the IMOCA 60 Class rules require EPIRBs to be immediately accessible to the skipper, close to the companionway.

David Irish said he could not think of a place to store an EPIRB in the cockpit of his 40ft yacht as the whole deck of the boat is 'engaged in play'.

Paddy Boyd felt that the issue needed further consideration, as if the EPIRB is not stowed on deck, it needs to not be buried in the bilge.

On a proposal to defer by Abraham Rosenberg, seconded by Janet Grosvenor, with a vote of 17 in favour of deferral and 1 abstention, SR21-12 was deferred to a Working Party to consider a submission for November 2013 for a requirement that the EPIRB be easily accessible from the companionway.

Oceanic and Offshore Committee Decision: Deferred

10. Reports & Opinions of Sub-committees

(a) Special Regulations Sub-committee

Patrick Lindqvist, Chairman of the Special Regulations Sub-committee gave a report on matters not based on submissions.

Reports on significant race incidents were received, and Sally Honey, Chairman of the US Sailing Review Panel Inquiry summarised an incident in the Full Crew Farallones race in which five sailors died. The Sydney 38 'Low Speed Chase' with eight crew aboard encountered breaking waves when rounding the northwest point of SE Farallon Island. Less than 0.2nm from the point, crossing a 4-fathom (7.3m) shoal at near low-tide in a 25 knot NW wind. The morning forecast predicted wind waves 3 to 7 feet, NW swell 12 to 15 ft at 13 seconds. A set of larger than average waves capsized the boat and drove it onto the rocky shore. Seven of the eight crew members were thrown into the water. Two of those in the water made it to the shore and survived, but five did not. One of the survivors rode the boat to the shore. The conclusion was poor seamanship was the cause, increased training regarding the development of breaking waves on a lee shore is to be promoted. Some of the crew were wearing inadequate personal buoyancy due to local OSR prescriptions.

Gavin Stillman, author of the Irish Marine Casualty Investigation Board report into the capsize of 'Rambler 100' during the Fastnet race 2011 had spoken to his report at the Special Regulations Sub-committee meeting.

The future presentation of the Offshore Special Regulations was discussed, the benefits of using the type of boat and category of race, extract files on the ISAF website were highlighted. Following the introduction of iOS Apps for the Racing Rules of Sailing and Equipment Rules of Sailing it was agreed that an App for the Offshore Special Regulations would be of assistance. The Committee

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recommends that ISAF Secretariat should investigate the production of an OSR App and consider how national prescriptions could be catered for.

(b) Empirical Handicap Sub-committee

Nils Nordenstrom, Chairman of the Empirical Handicap Sub-committee gave a report not based on submissions.

The purpose of the Sub-committee is to bring people together to exchange views and data and to raise the quality of empirical handicapping worldwide.

He hoped that work would continue on a common worldwide standard for parameters and notations to describe boat configurations as this would be of a great value for the exchange of data between systems.

Niels hoped that ISAF would in the future adopt a committee looking at 'different boats competing against each other', whether using ratings or empirical handicaps.

11. ISAF Sailor Classification Code

(a) Tom Rinda gave a report as Chairman of the Classification Commission.

Taking over as Chairman a year ago, the first task was to introduce the new ISAF Sailor Registration, Classification system, which was reprogrammed in-house by Simeon Walter at ISAF Secretariat. The entire system, which included the online application and review process and accompanying database records, were replaced with the new system in January 2012. Some issues with the new website roll-out and revamped user interface were anticipated, but within about 30 days, the processes were working quite satisfactorily.

The Commission intend to seek permission from the Executive Committee on the proposal to form a Registration Data Work Group. The rationale for this group, to be comprised of a few expert web savvy computer programmers, is to provide some form of consistent handling of regatta registration, whether these events employ Classification or not.

The development of this registration should ideally take the lead on offering a universally compatible basic database template for registration at events worldwide. This uniform registration process should incorporate the ability to record competitor information useful to event organizers as well as their event participation.

The sole major significant issue identified as lacking in Sailor Classification is to somehow develop a means to get the Group 3 sailors who are not classified by ISAF to have an interest in participating in the registration process. We are currently exploring a concept that may motivate all Group 3 Sailors to register with the ISAF Sailor ID and Classification system.

Submission 013-12 was prompted by problems with the Melges 32 Class. The recent development of a change in management of this Class have encouraged us to spend the next year working closely with the new Class President in efforts to resolve the issues they have been experiencing.

(b) Submission 013-12 from the Executive Committee regarding Regulation 10.5(h)-Maintaining Class Status and the ISAF Sailor Classification Code.

It was noted that submission 013-12 had been withdrawn.

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12. ISAF Offshore Team World Championship

It was noted that the event was not held this year. Bruno Finzi reported that the ORC, Rob Weiland (TP52), Yacht Club Costa Smeralda and Soto 40 Class had been in discussions about the 2012 event but they had not reached their goal of securing 5 teams (10 boats). Bruno planned to continue to work with YCCS towards an event in 2014 with possible classes with a view to achieving a minimum of 6-7 teams. The Notice of Race would be produced by September 2013 in order to get the relevant permissions needed.

13. Oceanic Concordat

- (a) Jacques Lehn gave a verbal report regarding activity during 2012:
 - i) There are now seven Major Oceanic Event Organizers who have signed the Concordat agreement with ISAF.
(www.sailing.org/events/major_oceanic_events.php)
 - ii) The ISAF Oceanic Panel held two meetings with the Event Organizers since last year to harmonize the oceanic racing calendar and other issues relating to oceanic racing. The committee noted the minutes of the meetings held in Paris in December 2011 and in late May this year.
 - iii) The participants to these meetings adopted a harmonized racing program for 2012-2015 which has been endorsed by ISAF. It provides positive solutions to issues related to Class 40 races, which were discussed at length during the meetings.
 - iv) Other meetings were also organized with classes (Multihull One Design, IMOCA, Class 40).

14. Yacht Training

- (a) Henry Thorpe gave a verbal report from the Secretariat on the newly-launched book 'ISAF Guide to Offshore Personal Safety'.

The 168 page book authored by Simon Jinks is intended to complement the ISAF Offshore Personal Survival Course material, whilst at the same time being a stand-alone publication. It features substantial picture content, in particular drawn from practical incidents in Rolex Offshore races and the Volvo Ocean Races. The publication is available to MNAs for licensing and translation and is also applicable to offshore cruising.

To assist MNAs in presenting training courses, a Model Powerpoint Presentation is being developed featuring book extracts and additional material.

The Chairman thanked Henry for organising the publication which he considered a major achievement. Abraham Rosemberg felt that it would be good to develop a system similar to the International Judges Clinics, whereby Offshore Training instructors from MNAs not currently running courses could be subsidised to attend a Clinic to develop their training knowledge.

Ken Kershaw(observer), was not able to attend the Offshore Special Regulations Sub committee, when the Guide to Offshore Personal Safety book was discussed. He noted that he has spent 20 years drafting standards on safety and considered he has some expertise on the matter. He expressed some concerns with the book especially on some issues regarding personal flotation devices and

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lifteraft requirements. Henry Thorpe indicated that these chapters were consistent with the the UK Royal National Lifeboat Institution advice and OSR current policy.

The Chairman proposed that if anyone had any suggested corrections or modifications to a second edition of the book, they should be sent in a memorandum to the ISAF Secretariat.

Paddy Boyd felt that the book was a valuable resource. He was concerned at the manner that the option to re-print the books was given to MNAs. ISAF gives MNAs free of charge the right to re-publish the Racing Rules of Sailing, whereas this book was moving to a licensing system from ISAF.

It was questioned whether there is an intention to require an ISAF-appointed Training Instructor to run Offshore Personal Survival Training Courses.

Henry Thorpe clarified that the ISAF Secretariat were developing a range of resources to assist training of the courses, one proposal was to run a seminar for MNA Chief instructors to exchange ideas. The intention was to not to directly train instructors.

- (b) Submission 041-12 was received from Chairman, Development and Youth Committee regarding ISAF yacht training resources.

It was noted that submission 041-12 was withdrawn. The Chairman noted that the submission implied a directive from Council to be included in the Offshore Special Regulations, which he considered inappropriate as the Oceanic and Offshore Committee should be the final authority on offshore matters and not ISAF Council.

15. World Sailing Speed Record Council

Stan Honey presented a report from the World Sailing Speed Record Council.

2012 marked the 40 years since the establishment of the WSSRC. On the offshore record section, the most noteworthy achievement is the Around the World record of just over 45 days by Loick Peyron FRA and crew with Banque Populaire 5 established during the last year. Stan highlighted the advantage of the data logger/GPS unit which is used to authenticate offshore record claims.

16. International Regulations Commission

Stuart Carruthers gave a verbal report as Chairman of the International Regulations Commission.

The Commission's Terms of Reference require it to monitor the submissions and work of the International Maritime Organisation (IMO). During the last year these have included guidance for minimizing the transfer of invasive aquatic species as biofouling (hull fouling) for recreational craft and safety guidance for non-regulated craft.

IMO are working on modernizing the GMDSS (Global Maritime Distress Safety System). COMSAR, (Sub-Committee on Radio Communications and Search and Rescue) are looking at Man Overboard Search and Rescue Transponders guidelines and the best ways of displaying symbols on electronic chart displays. Also under consideration is the use of AIS (Automatic Identification System) virtual aids to navigation to replace physical navigation marks.

A large amount of time at IMO is currently spent dealing with greenhouse gas emissions from ships and LRIT (Long Range Identification and Tracking).

From a big ship point of view, there is pressure on what are considered obsolescent

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terrestrial analogue aids to navigation and a move to digital. The move to electronic charting as the primary navigation method will have an effect on the future availability of paper charts.

Stuart felt that the Offshore Special Regulations Sub-committee need to have an overall review of distress alerting, AIS, Satellite AIS, Virtual Aids, EPIRBs with AIS.

On the subject of Piracy off Somalia and the Horn of Africa, the few recent incidents are thought to be due to the Monsoon season and increasing use of armed guards on commercial ships, which may make recreational craft more attractive targets. The Naval Force advice remains to avoid the region.

The work of the International Standards Organisation (ISO) continues to be monitored and ISO 12217-Stability and Buoyancy Parts 1,2,3 is just closing the vote on amendments at the moment. ISO 8666 Principal Data is being updated.

There is an amendment regarding a computer software program to ISO 12215-5 Hull construction and scantlings -- Part 5: Design pressures for monohulls, design stresses, scantlings determination. Part 9 Appendages was approved in March, Part 10 Rig Loads and Attachments will be at committee draft stage at a meeting in November at METS Marine Trade Show(NED). Part 7 – Multihull Scantlings is at an early draft stage.

ISO 15085 Man Overboard Prevention and Recovery, under TC 188, Working Group 3, has re-started work looking at recovery from the water by boats sailed solo.

An ISO standard has been developed for the placement of Navigation Lights on small craft and a standard is also under development for LED Navigation lights, with a final vote due by the end of 2013.

Regarding the EU Recreational Craft Directive, new proposals grind through the European Parliament system, in its 10th format and 58 amendments. The geographical definitions used in the RCD Design Categories will no longer be used, instead reference will be made to wind strength and significant wave height.

17. Class Applications for ISAF status

- (a) The application from the Swan 60 Class regarding ISAF Class status was received. Janet Grosvenor reported that there were some class rules issues that still needed resolving, as well as the supply of a satisfactory building manual. Paddy Boyd noted that 8 boats met the minimum requirements of ISAF Regulation 10, but felt that this would not lead to class racing as most of us would know it.

On a proposal by Abraham Rosemberg, seconded by Max Rivero Kelly there was a vote of 12 in favour and 5 abstentions.

Council Agenda Item 15(a)

Approve subject to working with the Secretariat over any outstanding issues.

- (b) The application from the J/111 Class regarding ISAF class status was received. Janet Grosvenor reported that there were some class rules issues that still needed resolving, as well as the supply of a satisfactory building manual.

On a proposal by Abraham Rosemberg, seconded by Patrick Lindqvist there was a vote of 14 in favour and 3 abstentions.

Council Agenda Item 15(a)

Approve subject to working with the Secretariat over any outstanding issues.

Oceanic and Offshore Committee (cont.)

Bruno Finzi felt that the right decision had been made in supporting the class applications, but picking up Paddy Boyd's comments above and the requirements in Regulation 10, he felt the situation should be monitored.

Jason Smithwick noted that ISAF Classes are required to report activity on an annual basis and this is recorded on the ISAF Website on the individual Class's page, under the 'Technical' tab, then 'Class Reports'.

18. Any Other Business

(a) Judging Oceanic Racing

The Chairman invited David Brunskill, an International Judge experienced in oceanic racing to make a short presentation on the development of guidance for Judges appointed to Oceanic races.

David proposed to find a process to develop guidance in line with OSR 'Appendix H – ISAF Code for the Organisation of Oceanic Races' that would cover issues which would help race organisers and judges react to the very different type of disputes encountered in oceanic racing. Issues such as 'stop-go' penalties which are used to ensure the race winner is the first boat to cross the finish line and how to communicate with the parties to the protest on the water.

Ronnie McCracken, member of the IJSC, had been in correspondence on this matter and noted that while the current IJSC do not feel it would be part of the IJ Manual, a note of guidance in the International Judge and International Race Officers Website Library may be appropriate.

Bernard Bonneau, member of the Racing Rules Committee and IJSC, felt that the concept was quite good, as new IJs on Oceanic Juries are confronted with a lot of new practices which are different from normal best practice. The proposed approach will avoid that only a small group who only deal with Oceanic Races are created. It will also help with the recruitment and mentoring of judges with the skills needed for oceanic races. He considered that one of the roles of a Jury to the Organising Authority was to assist in the writing of good documents for the Notice of Race and Sailing Instructions

It was agreed to ask David Brunskill to chair a working party including Bernard Bonneau to progress the matter.

(b) End of 4 year Committee Term

As Chairman, Jacques Lehn expressed pleasure to have worked with the committee members and observers during the last four years and thanked them for their help. Some members have chosen to stand down at this meeting and some have not been re-nominated by their MNA, but the majority will be re-standing. He advised that there will be a delay of around 60 days in which the new Executive Committee and new Council will review re-nominations from people not currently on the proposed 2013-16 Committee List, and also they will determine the Chairmen and Vice Chairmen. Jacques noted that he had advised the Executive that he wished to stand down as Chairman although he was prepared to continue to serve on the committee, and if requested would be happy to continue to manage the Oceanic Panel on behalf of the Committee.

Bruno Finzi on behalf of the committee members thanked Jacques for the wonderful job he had done chairing the committee.

Oceanic and Offshore Committee (cont.)

Vice President David Irish thanked Jacques for the work he had done in greatly improving ISAF's communication with major Oceanic event organisers.

Will Apold on behalf of the committee thanked David Irish for his guidance and wished him well on his retirement from ISAF.

There being no further business the meeting concluded at 1634.

Oceanic and Offshore Committee (cont.)

Appendix 1

Chairman's Report to Oceanic and Offshore Committee and Council

November 2012

1. Offshore Special Regulations:

- **Offshore Special Regulations Structural Plan Review Scheme** – ISAF is registering the review of building plans for yachts in terms of compliance with the Special Regulations. This initiative progresses with certificates issued to 24 custom and 18 production yachts.
- **Study of Submissions on Offshore Special Regulations** – As specified in the ISAF Regulations, the Oceanic and Offshore Committee adopts or changes Offshore Special Regulations on behalf of the Council. Work has continued on submissions during the year including issues arising from the Rambler 100 capsizing in the 2011 Fastnet race and from the WingNuts accident in the Chicago Mackinac Race. Many contacts were developed with involved parties. There are 25 specific Special Regulation submissions. These submissions have been considered by the Special Regulations Sub-Committee reporting to the Oceanic and Offshore Committee. The submissions include Hull Construction, Stability, Fixed Equipment, Portable Equipment, Supplies and Personal Equipment. The approved submissions will be incorporated into the 2014-2015 publication.
- **Translation** – A copy of the Offshore Special Regulations translated into Chinese is now available. This demonstrates the widespread use of the Regulations.
- **ISAF Guide to Offshore Personal Safety** – This 168-page fully-illustrated book has been produced and circulated to the Member National Authorities as a good guide to the ISAF Offshore Personal Survival Training course. A Power Point computer file will soon also be available to MNAs. It will be using the book illustrations and additional video material.

2. Relations to Oceanic Racing World:

- There are now seven Major Oceanic Event Organizers who have signed the Concordat agreement with ISAF. An ISAF website has been created.
- The ISAF Oceanic Panel has held two meetings with the Event Organizers since last year to harmonize the oceanic racing calendar and other issues relating to oceanic racing. Meetings were held in Paris in December 2011 and in late May this year.
- The participants to these meetings adopted a harmonized racing program for 2012-2015. The program has been endorsed by ISAF. It provides positive solutions to issues related to Class 40 races, which were discussed at length during the meetings.
- Other meetings were also organized with classes (Multihull One Design, IMOCA, Class 40).
- The trends in oceanic racing, which is mainly a professional activity, seem to be:
- **Continued success of the main events:** the Volvo Ocean Race had an exciting finish with 4 boats in contention for victory; the Vendée Globe starting this Saturday has 20 entries with 6 new boats. However, for the lower level races such as the Global Ocean race or the Québec–Saint-Malo, it has been more difficult.
- **A move to One Designs:** MOD 70 trimarans; the new Volvo 65 One Design; or IMOCA Open 60 monohulls, currently considering moving to one design.

Oceanic and Offshore Committee (cont.)

A consolidation of the world of professional sailors: French sailors have been renowned for their singlehanded and multihull performances, but a French boat won the fully-crewed, monohull Volvo Ocean Race this year. At the same time, non-French sailors are performing well on the AC 45 and Extreme 40 multihulls. In Great Britain there is now a training school for Singlehanded Racing sponsored by Artemis based on the successful model employed at Port-la-Forêt in France.

3. Relations to Recognized Rating Systems:

- In November 2010, I reported on a meeting of representatives from ISAF, ORC (Offshore Racing Congress) and IRC (Royal Ocean Racing Club and Union Nationale de la Course au Large). ISAF initiated discussions between IRC and ORC, whereby they would create a unified organization to govern yacht ratings worldwide and to evolve new rating systems that combine the benefits of IRC and ORC.
- The agreement concerning the overall strategy to unite these organizations and offshore rating rules remains, but the process is taking longer than expected. The last meetings between ORC and RORC were held in October in London and this Monday in Dublin.
- The first phase of this project was to merge the structure and finances of RORC in the UK and UNCL in France into a joint organization. For the moment, this has had to be abandoned, and ORC is only discussing with RORC at this stage.

4. Relations to Empirical Handicapping Systems:

The exchange of information, involving many tens of thousands of boats worldwide, continues through the Empirical Handicap Sub-Committee.
