

Oceanic and Offshore Committee Minutes



The Oceanic and Offshore Committee met at 09:30 – 17:30 hours on Thursday 12 November 2015 at the Kempinski Hotel, Haitang Bay, Sanya, China.

Please refer to the ISAF website www.sailing.org for the details of the submissions on this agenda.

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Present:

Stan Honey(USA) –Chairman	Janet Grosvenor (GBR)
Jacques Lehn (FRA) – Vice Chairman	Noboru Kobayashi (JPN)
Will Apold (CAN) (Special Regulations SC)	Maja Lesny (POL)
Stuart Carruthers (International Regulations)	Vadim Mekhanikov (RUS)
Alp Dođuođlu (TUR)	Thomas Nilsson (NOR)
Sten Edholm (SWE)	Tom Rinda (Classification Commission)
Bruno Finzi (ITA)	Wolfgang Schaefer (GER)
Jose Frers (ARG) (Part of meeting)	Lazaros Tsalikis (GRE)

Apologies:

Adrienne Cahalan (AUS)	Abraham Rosemberg (BRA)
Ken Kershaw (Empirical Handicap SC)	Andor Serra (ESP)

Also in Attendance:

Jason Smithwick (Head of Technical & Offshore)	Gary Jobson – (Vice-President)
Simon Forbes (Technical & Offshore Manager)	

1. Opening of the Meeting

Stan Honey as Chairman for the first time, welcomed the members of the Committee and thanked Jacques Lehn for his Chairmanship since 2009.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Oceanic and Offshore Committee meeting of 6 November 2014 were noted.

(b) Minutes Matters Arising

There were no matters arising not covered elsewhere on this agenda.

3. Chairman's Report

The Chairman noted the circulated report regarding activity during the year.

4. Working Parties

(a) Universal Measurement System

An update was received from the Chairman who is monitoring developments from the Offshore Racing Congress (ORC), IRC (RORC) and US Sailing working party regarding the project with the fundamental aim of reducing the complexity for owners and rating offices when a yacht owner chooses to race under multiple rating rules. The Chairman stressed that this was not an ISAF working party, and paraphrasing the late 'Yogi' Berra: 'If RORC and ORC don't want to work together, then ISAF can't stop them.' The Chairman noted that 'Yogi' Berra was known for his illogical but often insightful sayings. The Chairman added that over 100 years ago when the International Yacht Racing Union was formed, the administrators made a mistake in that they did not separate out the measurement of yachts from the rating system. What the boat is - should be distinct from what its rating [handicap] should be. The chairman summarized: we are relying on the leadership of the major rating systems to create a future for the sport of offshore racing in which owners can have their boat measured once and race anywhere.

i) An update from IRC

Mike Urwin reported good progress in discussions with Nicola Sironi (ORC), including a joint submission, 090-15 regarding Abbreviations on Primary Sail Dimensions to be included in the Equipment Rules of Sailing (ERS). Also developed is a universal sail dimension input sheet, currently in Excel format, which will end-up as web-based. The next steps are hull appendages and rigs. Formats for the storage and exchange of data for individual sails as part of a boat's sail inventory have been developed with the invaluable assistance of Panayotis Papapostolou (ORC Programmer). He also thanked the ERS Working Party and in particular Ken Kershaw for his assistance in proposing changes to the ERS to make it more universally applicable. IRC software will now, with a single button push, be able to create a data transfer between ORC to IRC and also IRC to ORC which he felt was significant step forward. It is proposed that each boat will have a 'passport' enabling easy exchange between rating systems.

ii) An update from Offshore Racing Congress

Nicola Sironi (ORC Chief Measurer) agreed that there had been positive progress on the exchange of data. Only one small detail is missing, spinnakers – we are currently missing a 'flag' to identify if a spinnaker is symmetric or asymmetric. The fact that the luff and leech lengths are the same is not enough to identify a spinnaker as symmetric. Dan Nowlan asked if the format was XML, the response was currently exported in CSV format to import in Excel.

iii) An update from US Sailing

Dan Nowlan (US Sailing Offshore Director) reported that US Sailing Offshore have been storing boat data for many years for systems such as ORR, PHRF, IRC, ORC etc. UMS database architecture has been developed and Steve Benjamin convinced Hasso Plattner of SAP software to provide help using SAP cloud technology. The data is stored in a secure SAP cloud, a portal for measurers permits data entry directly in to the cloud, and a sailmaker's portal to upload sail data to the cloud for authorised boats. US Sailing now plan to update to unified ORC/IRC/ERS Nomenclature. The US Sailing Offshore portal gives access to manage all measurement data, visibility into scheduled measurement status, access to all calculated data, manage all rating certificates and error-trapping tools. There is also a boat owner's portal, where a boat owner can manage the

boat's certificate, revalidate the certificate (if there are no changes to a boat's measurements) and request an amendment to the certificate. The portal will also indicate the progress status towards the issuing of a boat's rating certificate. Also included will be a Crew Management section where the boat owner can keep track of the crew's ISAF Personal Survival certificate validity and assign crew to tasks. There will also be an event organiser portal which can involve the event scoring.

The timescale for US Sailing's implementation of UMS is that in January 2016 the system will be implemented for ORR. US Sailing held UMS cross-training for measurers in September 2014 and will hold another training session in March/April 2016.

The Chairman concluded by hoping that these developments can benefit the whole sport.

(b) Offshore Sailing Incident Investigation

A paper was received proposing an ISAF Offshore Sailing Incident Investigation Panel.

The Chairman introduced the paper by identifying that many incidents that occur during offshore sailing are not fully investigated or the facts are kept confidential due to insurance company requests. Further, some reports may not be distributed due to the lack of appreciation of the substantial benefit of doing so for the sport of offshore sailing. ISAF should learn more from offshore sailing incidents particularly when the nature of the incident may be related to the safety rules within the ISAF Offshore Special Regulations, or International Standards that relate to offshore sailing yachts and equipment such as yacht structure, stability, lifejackets etc. What ISAF learns should be published to maximize the benefit to the sport. There is much to be learned from excellent practices followed in aviation about the benefits of publishing accident reports.

It is proposed to establish a professional ISAF panel for investigating offshore sailing incidents with the aim of allowing our sport to learn from our failures and identifying areas where our regulations can be improved; particularly related to boat design and stability.

It was felt that progressing this subject would help to evolve a culture for the sport, an owner could refer to an ISAF requirement and say to his insurer, no, I was racing under these rules and I should share this information.

Mike Urwin, as an observer, requested to be added to the list of panel members.

Will Apold questioned the use of the word 'Investigation' throughout the paper. Jason Smithwick agreed that the Technical and Offshore Department would review the paper and amend it to more neutral language. Jason clarified that the objective of the reports are to work out the facts of what happened, publish those facts, and not to assign blame.

Alp Doğuoğlu asked whether an owner could, by his preference, trigger an investigation, or what is the trigger for an investigation? as he felt we are only seeing the tip of the iceberg. "Guys, I knocked all doors – I need to find out the facts."

Jason Smithwick's view was that the question is: 'Have you established in your MNA that no investigation will be conducted?' Investigations would be focused on incidents that in the judgement of the technical staff at ISAF, are most likely to result in improvements to the OSR's, plan review process, or offshore training.

Bruno Finzi said that in general the intent is good, but are we opening a door?...regarding the yacht structure, if our report says the designer made a mistake,

the insurance company will go after the designer?

Stan Honey noted that he had worked under the chairmanship of Rear Admiral Chris Oxenbould AO RAN (Rtd) on the Team Vestas Wind report. The report had been structured to just find out what happened and that all involved were very cooperative because they understood the benefit for the sport and for all offshore sailors.

Gary Jobson noted that in the United States, there had been five tragedies in as many years. There were initial concerns over liability when setting up a reporting panel, but US Sailing decided to press ahead and learn what happened. 2 years have passed, we did learn the need to encourage the sport to be safer and we did not cause any insurance/liability issues. The term 'Independent Review Panel' should be used.

Janet Grosvenor requested that in addition to high-profile incidents, ISAF should actively ask MNAs what reports they already have at a lower level, such as club-investigations.

Jason Smithwick said that the plan was to write an ISAF Offshore Special Regulation, that would ask the race organiser to make a report and send it to ISAF.

Will Apold questioned the criteria that would be used regarding incidents, did people die, boats sink etc?

Stan Honey felt that the criteria to focus on should be: 'Is it likely to be fruitful in evolving the Offshore Special Regulations, the plan review process, and helping us as a sport.'

Sten Edholm noted there is an international perspective to some investigations. The case of 'Rambler 100' in the 2011 Fastnet Race happened in Irish waters, in a race organised in the UK with an American yacht.

Maja Lesny felt that ISAF should look for support from insurance companies for what we are trying to achieve.

Tom Rinda noted that as a representative of a rope manufacturer, he sits on a US industry panel. If your industry is not self-regulating, legislation may follow.

Stan Honey asked Vice-President Gary Jobson for his support in securing an ISAF budget for the project, and this was met with a positive: "I agree that it is vital".

On a proposal by Stan Honey, seconded by Will Apold it was unanimously agreed to support the initiative, and ask the Technical & Offshore Department to take steps regarding the budget request and enlist the expertise of panel members.

Decision: Approve

(c) Structural Integrity

A report was received from the working party chaired by David Lyons, which was set up to review the current plan approval system, arguments for and practicality of requiring in-build inspection.

Key questions were identified:

Does the current ISAF scheme provide for effective design verification?

Does the current ISAF scheme provide any design validation?

Should in-build survey be mandated for OSR Categories 0, 1 and 2?

If in-build survey is mandated, what form should it take?

Design Verification process is a paper exercise, resulting in a statement of compliance (i.e. the ISAF Certificate of Structural Plan Review), the verification takes design inputs such as client specifications, regulatory and standards-based requirements and compares them with the design outputs in the form of drawings etc. This is what the ISAF review does now.

Design Validation proves that the design can meet all necessary requirements. It involves testing of the first-built or a model of it, and industry often calls this First Article Inspection (FAI) or Part Approval.

To reduce the amount of work, it may be decided that only critical structures are the subject of validation – critical structures being understood to be those structures where catastrophic failure could cause loss of life. By this definition, the keel structure would qualify.

The minutes of the last meeting called for a ‘road-map’:

- 1. ISAF to agree that validation of critical structures e.g. the keel attachment is required.
- 2. ISAF to work closely with a Notified Body e.g. DNVGL to design a suitable validation scheme for critical structures.

David Lyons proposed the above would guide the activities of the working group over the next year.

Jason Smithwick highlighted that a structure could pass verification but fail validation.

As an observer, James Dadd noted that in the case of the Volvo Ocean 65, the effect of in-build verification was that money spent on validation saved ten times the amount on insurance. On average there were around 50-100 errors per boat, some were areas of de-bonding and the majority were monitored rather than repaired.. As mentioned previously, four out of the first six keel fin billets were rejected. The Plan Review was around €4,000, in-build inspection cost €9,000 per boat and saved €100,000 on insurance. He believed Volvo Ocean Race would be happy to share with the working party their experiences and pass on insurance company contacts.

Tom Rinda recalled that in the 1970's Lloyds Register of Shipping operated the 100A1 system of classification including in-build inspection. Why did they stop?

Jason Smithwick noted that American Bureau of Shipping also stopped Plan Review.

It was noted that there are a wide-range of arrangements regarding designer and builder. Frequently the designer does not provide complete detail, and the builder has to maintain a design office and maintain a file of updated revisions. Some builders will be covered by the ISO 9000 management processes, others will not be so organised.

Will Apold highlighted the cost to an owner, for instance, in commissioning an ultrasound inspection of a new-build in South Africa, which may involve flying technicians from Italy. He proposed to add one more member of the Special Regulations Sub-committee to the working party: Haluk Suntay would like to be involved.

The Chairman summarised that in-build inspection that was too onerous would not be effective. It was agreed that in-build inspection should focus on critical items where a failure could cause loss of lives.

It was agreed to ask David Lyons to complete his review. Vice-President Gary Jobson confirmed his support.

On a proposal by Bruno Finzi, seconded by Jacques Lehn it was unanimously agreed to support the initiative, and ask David Lyons to finalise the review and to make recommendations regarding in-build inspections for critical features that could lead to catastrophic failure/loss of life.

Decision: Approve

5. Reports from Rating Systems

Reports were received from the International / Recognized Rating Systems:

(a) ORC International and ORC Club

A report was received from the Offshore Racing Congress. Bruno Finzi highlighted that the ORC Rating Systems (ORC International and ORC Club) are managed in 32 countries by National Rating Offices on five continents and centrally managed by ORC for 7 countries where a National Rating Office is not yet established. Thus, in total ORC issues certificates for boats in 39 countries.

ORC Club and ORC International, issued and valid certificates worldwide represent a 5% increase from 2014.

The major development for ORC this year were:

- i) Surpassing 10,000 combined ORC-issued certificate worldwide
- ii) Introduction and use of the new ORC Superyacht Rule

At the request of the Super Yacht Racing Association (SYRA), ORC this year helped develop and refine the ORC Superyacht Rule (ORCsy), featuring a custom VPP, measurement protocols and scoring methods suited to race these large yachts over 30m in length. This year there were 107 ORCsy certificates issued, all controlled and issued by the ORC Central Office. Racing was held in 7 events from the Caribbean to the Mediterranean areas.

The ORC World Championship was held in Barcelona (ESP), where nearly 100 boats from a record number of 22 countries competed in July. The Volvo Estonian ORC European Championship drew a record 66 entries from 8 countries and the ORC Sportsboat European Championship in Balaton, Hungary attracted 27 entries from 8 nations.

The principal 2016 ORC Championships to be held are:

- The ORC Worlds in Copenhagen (DEN), July 15-23, to be hosted by the Royal Danish YC.
- The European ORC Championships in Porto Carras (GRE), to be hosted by Nautical Club of Thessaloniki from July 4-10.
- The European Sportboat Europeans will be held in Chioggia, Italy over May 24 to 29.

The 2017 ORC World Championship will be held in Trieste, Italy, and 2017 ORC Europeans in Gdansk.

22 Nations in Baltic, Mediterranean and South American regions held ORC National Championships in 2015. X-yachts Cup events organised by X-yachts and Nautor Swan Cup events organized by Yacht Club Costa Smeralda will move over to ORC rating in 2016.

The ORC website is now averaging 30,000 visitors per month - allowing access to all

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ORC rules, rating system documents and the VPP used to generate ratings, available rating and measurement data from a database. This access is facilitated by the ORC Sailor Services system, which has over 2,000 registered users and which gives free online access to the ORC database of over 85,000 records gathered from the past 25 years.

38 Submissions have been received this year from 9 National Authorities that were discussed in the following committees, with many reviewed by multiple committees: 10 for the Race Management Committee, 4 for the Offshore Classes and Events Committee, 23 for the International Technical Committee (ITC), 3 for the Rating Officers Committee, 11 for the Measurement Committee, and 6 for the Race Management Committee. These deal variously with topics regarding the ORC Rating Systems, the ORC VPP, championship rules, and with general policies. Most of these are addressing improvements and refinements of current rules and policies, with no major complaints about overall operation of the system.

Some small improvements have been made to the VPP recommended by the ITC. These include the following and their related submission reference:

- New treatment of fractional mainsail (FIN1+USA1)
- New set of downwind coefficients (USA1)
- Revised depowering scheme for jibs (POL5+SWE1)

Other work performed by ORC to improve the rating system includes:

- New set of coefficients for Dacron sails
- New limits on Default and declared CW (50% of DSPL)
- Revised added resistance in waves
- Removal of gyradius correction for boats built between 1989 and 1992
- New default PIPA formulation for ORC CLUB

A test run of the >1000 designs in the test fleet indicate very small changes in GPH ratings from 2015: 99% of the fleet changes by <1%.

(b) IRC Rating Rule

A report was received from the International IRC Owners' Association. Alp Doğuoğlu, as Vice Chairman asked James Dadd as the new Director of the RORC Rating Office to present the report.

James Dadd noting Mike Urwin's retirement, commented that he had not realised how much work Mike had been doing over the last 22 years.

The total number of IRC certificated boats at the end of 2014 was 6,031 with 25 countries having fleets of 25 boats or more on all 6 continents, thus continuing to satisfy the requirements of ISAF Regulation 12.2(e)(i). At the end of August 2015, 19 countries had achieved this level with the likelihood of a further 3 by the end of the year. At the end of 2014, 33 countries had fleets of 5 or more boats.

The trend of falling numbers of boats rated has continued to stabilise, between 2013 and 2014 certificate years, there was a decrease of 102 boats (or 1.7%) a significant slowing in reduction compared to the previous year's 399 boats (5.7%). Boat numbers to the end of August 2015 (4958) are also slightly down from the same time in 2014 (5129).

As ever the IRC Technical Committee has been working this year on a wide-ranging

agenda. Much of this is detail issues which will only result in minor changes to IRC Rules and/or rating calculations although one or two projects may result in more significant changes. A number of these projects are longer-term in nature aimed at improving IRC treatment of specific technical issues. Most of the work has been conducted by email with a formal two day meeting in Cowes in July. The Technical Committee also met at the IRC Congress in Marseilles in October.

A significant issue on the Committee's agenda is the treatment by IRC of small 'sportsboats'. It is intended that the first part of this work will be introduced in 2016.

An IRC European Championship will be held in Cork, (IRE) 10-15 July 2016.

The RORC Rating Office has evolved from an office which performed data input, into an office validating data. New software will be launched in January to improve methods to allow people to go racing. Available on smartphones and tablets, automated applications for revalidation of certificates will be possible.

Alp Doğuoğlu reminded James Dadd and Bruno Finzi of his request in 2014 that as both ORC and IRC feature in their reports the same major races, using their rating rules. He proposed that in the future both ORC and IRC specify in their annual reports whether an event is run solely under by their respective rule or if divisions for other international rules are also offered.

6. ISAF Committee Structure

- (a) Submission 019-15 was noted from the Executive Committee regarding changes to the ISAF Committee Structure for 2017-2020.

On a proposal by Bruno Finzi, seconded by Wolfgang Schaefer there was a unanimous vote to approve.

Opinion: Approve

- (b) Submission 026-15 was noted from the Executive Committee to disband the Empirical Handicap Sub-Committee

Bruce Bingham (member of the Sub-committee) presented the report and endorsed the recommendation of the sub-committee to recommend that it be disbanded. (See also Item 10(b))

On a proposal by Jacques Lehn, seconded by Alp Doğuoğlu there was a unanimous vote to approve.

Opinion: Approve

The Oceanic and Offshore Committee approve 026-15 and form a working party from the current members of the Empirical Handicap Sub-committee to work with the ISAF staff.

7. ISAF Regulations

- (a) Submission 020-15 was noted from the Executive Committee to enable all sub-committee chairmen to make reports and recommendations to Council on matters that relate primarily to the sub-committee and not the main committee.

Bruno Finzi considered that it was not healthy to allow Offshore Special Regulations Sub-committee to go directly to Council as this would create a loop-hole, as the Oceanic and Offshore Committee is unique in approving OSR changes on behalf of Council.

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On a proposal by Bruno Finzi, seconded by Jacques Lehn there was a unanimous vote to approve as amended.

Opinion: Approve with the following amendment:

Amend Regulation 3.1.1(e) as follows:

- (e) Committee Reports and Recommendations, **including reports and recommendations from sub-committees, except per Regulation 6.9.6(d) the Special Regulations Sub-committee whose final approval comes from the Oceanic and Offshore Committee, on matters that:**
 - i. relate primarily to the sub-committee and not the parent committee;**
 - ii. have been endorsed by the chairman of the parent committee;**

- (b) Submission 136-15 from IRC regarding Regulation 25.5 – World Championships for International Rating Systems was received.

This submission proposed to amend Regulation 25, so that designation as an international rating system automatically entitled the rating system to hold a world championship. It was noted that the Constitution Committee had concerns that the amendments could lead to empirical handicap systems being automatically entitled to hold world championships, it was also felt that the rating system world championships should be subject to minimum participation levels required for class world championships in Regulation 10.4.

Bruno Finzi reminded that in 2003-4 ISAF had formed a working party dedicated to write Regulation 25.5; nevertheless the ISAF Regulations can be changed if there is a reason to. Even if I'm still recovering from the loss of face with the failure of the 'One World-One Rule' concept, I propose to RORC to form a Working Party with ORC to eventually review ISAF Regulations regarding Offshore Championships as well as the ones related to Offshore Team World Championship [Regulation 13.1(k)], that is not happening since some years.

As an observer, Andrew McIrvine (Admiral of RORC) commented that Bruno Finzi and I both lost face over the 'One World-One Rating' proposal. Whatever the rule system, participation is dropping, if we stay separate for ever we will see a dwindling sport. I would like the working party to formulate a solution so that within 3 years we could hold a joint worlds using the current fleets.

Stan Honey commented that the sport of offshore racing deserves, and should reasonably expect to have, the leaders of our international rating systems work together to work out a solution for Rating System World Championships. The chairman offered to help if asked, but stressed that neither he nor ISAF can force this to happen. It will require the leaders of the international rating systems to cooperate for the benefit of our sport.

Sten Edholm felt that the proposed 'with ISAF support' was rather weak, but Stan Honey considered this to be the correct approach because it makes it clear the responsibility to sort out offshore world championships scored with ratings depends on the initiative, leadership, and commitment of the two international rating systems. ISAF, and the chairman, can help and encourage, but cannot force the cooperation to work. Again quoting Yogi Berra's twisted insight, "If the two parties don't want to work together, ISAF cannot stop them."

On a proposal by Bruno Finzi, seconded by Alp Doğuoğlu there was a unanimous vote to support the following recommendation and comment:

Recommendation to Council: Reject

We note the Constitution Committee recommendation and propose ORC and IRC Congress form a working party with ISAF support to work on Rating System World Championships, including consideration of the ISAF Offshore Team World Championship. The Oceanic and Offshore Committee recommend a 3 year time frame.

Vice-President Gary Jobson thanked the parties for the constructive discussion, on behalf of the ISAF Executive Committee I wish you well and encourage a meeting soon to get the ball rolling.

8. Equipment Rules of Sailing

- (a) Deferred submission 068-14 from the Offshore Racing Congress was withdrawn regarding Foretriangle Measurement Definitions. (See 083-15)

It was noted that Submissions 087-15 and 088-15 were withdrawn. It was agreed to vote 'en-bloc' the ERS submissions (except 090-15 and 094-15).

On a proposal by Alp Doğuoğlu, seconded by Will Apold there was a unanimous vote to approve.

Submission 066-15 was noted from the Chairman of the Equipment Committee regarding C.6.3(b) Measurement Trim

Opinion: Approve

- (b) Submission 067-15 was noted from the Chairman of the Equipment Committee regarding C.6.3(c) Waterline

Opinion: Approve

- (c) Submission 068-15 was noted from the Chairman of the Equipment Committee regarding C.6.3(c) Flotation Trim

Opinion: Approve

- (d) Submission 069-15 was noted from the Chairman of the Equipment Committee regarding C.6.4(a) Boat Length

Opinion: Approve

- (e) Submission 070-15 was noted from the Chairman of the Equipment Committee regarding C.6.4(h) Boat Weight

Opinion: Approve

- (f) Submission 071-15 was noted from the Chairman of the Equipment Committee regarding C.6.4(i) Wingspan

Opinion: Approve

- (g) Submission 072-15 was noted from the Chairman of the Equipment Committee regarding C.6.4(j) List Angle

Opinion: Approve

- (h) Submission 073-15 was noted from the Chairman of the Equipment Committee regarding C.6.4(j) Boat Age

Opinion: Approve

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- (i) Submission 076-15 was noted from the Chairman of the Equipment Committee regarding E.1.2(l) Wing

Opinion: Approve

- (j) Submission 077-15 was noted from the Chairman of the Equipment Committee regarding E.1.2(m) Foil

Opinion: Approve

- (k) Submission 078-15 was noted from the Chairman of the Equipment Committee regarding F.1.7 Rigging Types

Opinion: Approve

- (l) Submission 080-15 was noted from the Chairman of the Equipment Committee regarding F.2.3(d) Mainsail Luff Mast Length

Opinion: Approve

- (m) Submission 081-15 was noted from the Chairman of the Equipment Committee regarding F.2.3(e) Forestay Height

Opinion: Approve

- (n) Submission 082-15 was noted from the Chairman of the Equipment Committee regarding F.2.3(k) Headsail Hoist Height

Opinion: Approve

- (o) Submission 083-15 was noted the Chairman of the Equipment Committee regarding F.6 Foretriangle Measurement Definitions

Opinion: Approve

- (p) Submission 084-15 was noted from the Chairman of the Equipment Committee regarding F.7 Sail Setting Measurement Definitions

Opinion: Approve

- (q) Submission 087-15 regarding F.2 Sail Types, from the Chairman of the Equipment Committee was withdrawn.

- (r) Submission 088-15 was withdrawn.

- (s) Submission 089-15 was noted from the Chairman of the Equipment Committee regarding G.4.2(b) Headsail Head Point

Opinion: Approve

- (t) Submission 090-15 was noted from the Offshore Racing Congress and IRC regarding ERS Sail Dimension Abbreviations.

As a co-submitter, Mike Urwin highlighted the work by ORC and IRC to propose common abbreviations for primary sail dimensions. Where it goes in the ERS is an editorial matter.

Dan Nowlan on behalf of US Offshore fully supported the submission. There is one remaining issue to be addressed and that is how to indicate that a spinnaker is asymmetric or symmetric. The ERS makes no distinction. Dan Nowlan proposed that if a Rating Rule needs to differentiate between a symmetric and an asymmetric spinnaker then like class rules, it is up to the Rating System to specify the designator.

Bruno Finzi's response was: "If we leave it to the Rating Systems to define, then we f@@k it up again. UMS will find a field for the designator."

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On a proposal by Bruno Finzi, seconded by Sten Edholm there was a unanimous vote to approve.

Opinion: Approve

- (u) Submission 094-15 was noted from IRC regarding proposed new ERS H.5.4 Measurement of corner points 'Extended as necessary.'

As the submitter, Mike Urwin asked for the strong support of the Oceanic and Offshore Committee to this submission so that sails can be measured reliably.

On a proposal by Will Apold, seconded by Alp Doğuoğlu there was a unanimous vote in favour.

Opinion: Approve

- (v) Submission 095-15 was noted from the Chairman of the Equipment Committee regarding H.7 Boat Measurement

Opinion: Approve

Note: It was noted that this is only a partial selection of ERS submissions 061-15 to 095-15.

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 were noted of the Offshore Special Regulations Sub-committee.

Will Apold gave a presentation highlighting the 'toolbox' of the Offshore Special Regulations, Safety at Sea Training and the publication 'ISAF Guide to Offshore Personal Safety'. He summarised the Special Regulations Sub-committee working parties: Distress Alerting and Location, Lifejackets, Recovery Back on Board, Re-Drafting of Special Regulations, Double-Handed Racing, Category 4 & 5 Review, Lifeline Material and Medical Training and Medical Kit Review.

- (b) Recommendations were received from the Offshore Special Regulations Sub-committee on 'SR' submissions.

The following Submissions were withdrawn:

- SR09-14 Monohull stability
- SR05-15 Bilge Pumps
- SR07-15 Swim/Boarding Ladder
- SR29-15 Renaming of Lifesling
- SR18-15 Lifejacket Lifting Loop
- SR19-15 Lifejacket spare cylinders

The following submissions were rejected:

- SR06-15 VHF Transmission and Reception Test
- SR09-15 Anchors
- SR12-15 Non-flammable gloves to hold flares

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SR16-15 Hoisting Tackle

SR23-15 Increased medical training

The submissions for approval, as amended in the circulated recommendations from the Special Regulations Sub-committee are:

SR01-15 OSR 1.01.2 – Alternative equipment exceptions

SR02-15 OSR 1.01.3 – Inshore Racing Description

SR03-15 OSR 2.01.6 – OSR Category References

SR04-15 OSR 3.04.4 – Stability

SR08-15 OSR 4.01.2 – Sail Letters & Numbers alternative method of display

SR10-15 OSR 4.07.1 – Flashlights and Searchlights

SR11-15 OSR 4.21.4 - Swimmer of the Watch bag

SR13-15 OSR 4.23 - Carriage of Pyrotechnic Signals

SR 14-15 OSR 4.24(c) – Lifesling

SR15-15 OSR 4.26.4 f) – heavy-weather jib or reefing mainsail for Category 4

SR17-15 OSR 5.01.1 – Lifejacket

SR20-15 OSR 5.07 – AIS Personal Locator Beacon

SR21-15 OSR 6.01 - Training – 2 handed races Category 3

SR22-15 OSR 6.04 – Man Overboard Recovery Drill and Safety Routines

SR24-15 OSR Appendix D – Quickstop and Lifesling

SR25-15 OSR Appendix G – Model Training Course Offshore Personal Survival

SR26-15 OSR Appendix J – Category 5 for Inshore Races

SR28-15 OSR Appendix Inspection Card

Submission SR27-15 the Re-draft, is the result of a two-year process and 4 versions had been circulated by the working party to the Special regulations Sub-committee, Oceanic and offshore Committee and interested parties. The key changes are:

- i) Recommendations are moved from the Regulations to the Guide to Offshore Personal Safety.
- ii) Appendix F - Drogues and Sea Anchors, Appendix D - Quickstop and Lifesling and Appendix E -Hypothermia are moved to the Guide.
- iii) Simplified wording and removing redundant statements
- iv) Move to electronic format for main distribution method.

The intended timeline is:

1 January 2016- printed OSR and existing on-line format updated with OSR

1 July 2016 draft of revised Guide to Offshore Personal Safety

1 July 2016, new on-line version operational – Inspector/Owner Check list

On a proposal by Alp Doğuoğlu, seconded by Sten Edholm, the above recommendations on SR submissions by the Offshore Special Regulations Sub-committee were approved on a unanimous vote, with Will Apold abstaining.

The changes to the Offshore Special Regulations will be published and highlighted to the

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media through the ISAF Marketing and Media department.

Bruno Finzi proposed that the changes should be highlighted by emails through the ISAF Sailor database.

10. Reports & Opinions of Sub-committees

(a) Special Regulations Sub-committee

- i) A report was received from the Chairman of the Special Regulations Sub-committee not based on submissions:

Will Apold high-lighted the future work items:

- i) Continue to identify OSR and Training weaknesses
- ii) Medical training
- iii) Complete the Guide to Offshore Personal Safety upgrade, Inspection List generation and electronic formats
- iv) ISO defined Offshore Life Jacket
- v) Incident Review Panel
- vi) Keel and Rudder loss
- vii) Seamanship related losses:
 - Poor decisions
 - Mistakes/careless
 - Lack of knowledge
- viii) Develop Equipment Inspector Reference Manual
- ix) Publish the changes we have accomplished
- x) Review continued rising costs for sailors

(b) Empirical Handicap Sub-committee

A report was received from Ken Kershaw the Chairman of the Empirical Handicap Sub-committee. Bruce Bingham (member of the Sub-committee) presented the report and endorsed the recommendation of the sub-committee to recommend that it be disbanded. The development of the basic steps and mathematics for an ISAF Turnkey Empirical Handicap Scheme including the determination of a yachts initial TCF and post-race assessment and adjustment of TCFs has continued. These technical details have been lodged with the ISAF Technical office for future work should and at such time as interest from potential users is shown. (See Item 6(b)).

11. ISAF Sailor Classification Code

- (a) A report was received from Tom Rinda. Chairman of the Classification Commission. The ISAF Sailor Classification met in October 2015 at the Secretariat and discussed the Submissions put forward this year concerning changes to Regulation 22.

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First was the 009-15 Classification Code re-wording based on a proposed name change from Disabled Sailing, which use the International Paralympic Committee definition of classification. The Classification Commission recommendation to the Executive Committee is to reject Submission 009-15 due to the needless work it would create including all references to Classification in the Racing Rules of Sailing and associated documents such as Class Rules, Sailing Instructions and website reference papers, currently in five languages.

The registration web system was reviewed and the duplicate Sailor ID problem has been virtually eliminated. Also the translation of the Classification Code as well as key supporting documents into Russian has been approved by the Russian Sailing Federation and will be posted on the website pending these above mentioned Submissions for 2015.

Regatta attendance in 2015 by Classification representatives for ISAF Class World Championship events was made by the Commission interviewers at the Melges 24 and 32 Worlds, Swan Gold Cup, as well as the ORC Worlds and the Farr 40 Worlds. Crew Classification was also employed for other ISAF Class events and the NYYC Invitational Cup.

The continuing need for more reliable tracking of sailor participation in sailing events were presented in detail to the Commission members at their annual meeting.

One major issue which remains to be accomplished is to induce registration by the Group 3 sailors and coaches who are not currently classified by ISAF. The reason for this concern is that while we would like to have their participation, it is evident they are not seeing any benefit from participating in the registration process. We have proposed several concepts to ISAF Administration which if they are adopted, should motivate many Group 3 Sailors to register with the ISAF Sailor ID and Classification system.

Commission balance and coverage was depleted by a mandate from the Executive Committee that we downsize to 10 members worldwide and further that all members be made known publicly. The result of this is that some of our members chose to resign due to their current occupational constraints or employment considerations. This did adversely affect our coverage in geographic regions where we have historically been informed. It is important to keep the changing face of sailing in mind and in that theme; their replacement will be a foremost consideration when making any future Commission Appointments.

- (b) Submission 010-15 was noted from the Executive Committee to introduce an age limit of 70 to Group 3.

On a proposal by Bruno Finzi, seconded by Sten Edholm there was a unanimous vote to approve.

Opinion: Approve

- (c) Submission 011-15 was noted from the Executive Committee to establish a fee structure for processing late applications. To allow a fee for any classification application that is received within 7 days of an event deadline and allows an additional cost if that application is within 48 hours of the deadline. This will be 25 Euros.

On a proposal by Bruno Finzi, seconded by Sten Edholm there was a unanimous vote to approve.

Opinion: Approve

- (d) Submission 012-15 was noted from the Executive Committee to establish the

responsibility of boat owners with regards to classification compliance of their crew lists.

Wolfgang Schaefer was not happy that the boat owner/entrant is responsible for their crew and that it is onerous to check all the details of 12-14 crew.

Tom Rinda said that it was not the intention to throw everybody 'under the bus', but to make every owner aware of the sportsmanship rules.

On a proposal by Bruno Finzi, seconded by Sten Edholm there was a vote of 12 in favour to approve and 1 against.

Opinion: Approve

12. Oceanic Concordat

The minutes were noted of the meetings of ISAF Major Oceanic Event Organisers held in Paris on 9 June 2015 and 4 December 2014. Jacques Lehn reported on activity during 2015. As an illustration of the issues discussed, Jacques highlighted the situation regarding the OC Sport-organised 'The Transat 2016' which will now start on 2 May from Plymouth(GBR) to New York, and the interaction with the OSM-organised 'New York-Les Sables(FRA) for IMOCA 60s..

13. Racing Rules

- (a) Submission 266-15 was noted from the Royal Yachting Association regarding Racing Round Waypoints. (Proposed New Appendix W).

Opinion: No opinion

14. Judging Oceanic and Offshore Racing

A paper summarising the work done by the joint Offshore and Oceanic/IJSC judging working party chaired by David Brunskill was noted..

15. Applications for ISAF Class Status

- (a) Far East 28R
 - i) The application was noted from the Far East 28R Class regarding ISAF Class status and make a recommendation to Council.
 - ii) The Far East 28R Class Rules were noted
 - iii) The Far East 28R Worldwide Distribution List was noted.
 - iv) The Far East 28R Constitution was noted

On a proposal by Sten Edholm, seconded by Bruno Finzi there was a unanimous vote to approve.

Recommendation to Council: Approve subject to signing a contract

- (b) Volvo Ocean 65
 - i) The application from the Volvo Ocean 65 Class regarding ISAF Class status was received.
 - ii) The Volvo Ocean 65 Class Rules were noted
 - iii) The Volvo Ocean 65 Worldwide Distribution List was noted
 - iv) The Volvo Ocean 65 Constitution was noted.

As Volvo Ocean 65 Class Manager, James Dadd reported that it is hoped to build a

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further 3 boats before the next Volvo Ocean Race. All tooling components have now been moved to Persico(ITA). There is no intention to organise inshore races, but rather compete in the classic offshore races.

On a proposal by Sten Edholm, seconded by Will Apold there was a unanimous vote to approve.

Recommendation to Council:

- *The Oceanic and Offshore Committee agree the class satisfy the requirement of Regulation 10.2.1(e) that it satisfies a unique aspect of sailing and is the pinnacle of around the world crewed sailing.*
- *The status shall be conditional that the Class remains the boat for the Volvo Ocean Race until it satisfies the worldwide distribution requirements of Regulation 10 on its own merit.*
- *The Volvo 65 Class Rules Authority shall include ISAF in its definition.*

Recommendation to Council: Approve subject to the above and signing a contract.

(c) Review of Offshore Classes

Bruno Finzi noted that the Equipment Committee had received a review of all ISAF Classes including Offshore Classes.

It was agreed to circulate the paper by email to the Oceanic and Offshore Committee.

16. World Sailing Speed Record Council

Stan Honey, as Vice-Chairman of the World Sailing Speed Record Council presented a report from the WSSRC Chairman Claude Breton.

Stan highlighted the remarkable voyage by the 97ft trimaran 'China-Qingdao' skippered by Guo Chuan which established in September a new benchmark time between Murmansk(RUS) and the Bering Strait. Four non-stop Round the World attempts have either started or are on stand-by.

Over the 500m distance, there has been considerable recent record setting windsurfer and kite-board activity in Luderitz (Namibia).

Details of the requirements for record setting can be found at the WSSRC website:

www.sailspeedrecords.com

17. International Regulations Commission

A report was received from Stuart Carruthers, Chairman of the International Regulations Commission regarding the meeting held on 7 November. Topics covered were : Submissions on creating a Sustainability in Sailing Commission and amendments to Racing Rule of Sailing 48 regarding Fog Signals and Lights. Also covered were matters relating to International Maritime Organisation, International Standards Organisation and other regulatory bodies. (See minutes of International Regulations Commission for full details.)

18. Any Other Business

- (a) The Rolex New York Yacht Club Invitational Cup

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Gary Jobson showed a short video of The Rolex New York Yacht Club Invitational Cup. This is a biennial event hosted by the NYYC in Newport, Rhode Island in September. The Invitational Cup is a regatta for yacht clubs from around the world and their sailors. The racing was in NYYC Swan 42s.

(b) Open Discussion Session

i) Seamanship

Stan Honey recalled that as a runny-nosed kid navigating in the early 70's by dead-reckoning and celestial alone, figuring out where you were was a full-time task in difficult conditions, and you were often uncertain - so lee shores were frightening in rough weather with poor visibility. Nowadays with GPS, position determination is perfect and takes zero time, yet it seems like more perfectly good boats are being run ashore:

Farallones Island – April 2012

North Coronado Island – April 2012

Flinders Islet – October 2009

Cargados Carajos Shoals – November 2014

The chairman summarized, "safety at sea is not just a result of the right equipment, seamanship matters. A lee shore is a peril."

ii) Traffic Separation Schemes (TSS)

Stan Honey mentioned that in most areas of the US, providing a yacht stays out of the way of ships, you can sail right through a Traffic Separation Scheme. Vessel Traffic Services(VTS),and Coastguard may set local policy and regulations. As an example of local policy, in the San Francisco Bay Area, if a ship sounds the five horn blast danger signal, the racing boat involved is out of the race without a hearing. The pilots take this seriously.

Navigating 'Comanche' in the RORC-organised Rolex Fastnet Race this summer, we had to negotiate the three Traffic Separation Schemes(TSS) around the Isles of Scilly, just west of Lands End. Interesting to see on the race tracker the 'cloud' of 380 boats avoiding the Traffic Separation Schemes which were race exclusion zones. It appeared that ships could not get to the TSS due to the 'cloud' of yachts surrounding the TSS, which appeared to be counter-productive for the ships. But this approach is fair to the competitors as all have the same exclusion zones to work around. It makes for a very interesting race with very interesting tactics.

iii) US Sailing – Safety at Sea Reports

As an observer, Chuck Hawley (US Sailing Safety Chairman) presented an analysis of US-related incidents.

Incident	Deaths	Stability	Lifejackets	Navigation	Hi-Tech Devices
420	1	x	x		
'Wing Nuts'	2	x	x		x

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'Rambler 100'	0	x	x		x
'Low Speed Chase'	5		x	x	
'Aegean'	4			x	
'Artemis' AC72	1	x			x
'Uncontrollable Urge'	1		x	x	x
'Team Vestas Wind'	0			x	x
Dauphin Island	6	x	x		
Total	20	5	6	4	5

Will Apold asked whether the weather conditions were extreme?

Chuck Hawley noted extreme conditions only in the Dauphin Island and 'Wingnuts' incidents. Some fatalities drowned wearing compliant/legal lifejackets.

Will Apold noted that the Offshore Special regulations do not really deal with navigation or seamanship issues. These are normally gained on commercial courses or time aboard / practical experience. Will noted that three of these incidents involved fully functional boats being driven onto a lee shore due to poor seamanship or poor navigation.

As an observer Dan Nowlan commented that the crew of 'Wingnuts' had not undergone Safety at Sea training, whereas the entire crew of 'Rambler 100' had undergone training and that Artemis AC72 and Team Vestas Wind crews were well-trained.

Alp Doğuoğlu noted that the majority of incidents were high-profile and questioned if records are kept of 'near-miss' incidents, as the focus is on fatalities. Chuck Hawley highlighted the value of the Arthur B. Hanson awards in highlighting the facts behind successful rescues.

iv) Tracking Systems

Bruno Finzi questioned whether this committee should be more involved in tracking systems and improved media use for offshore races.

v) International Race Officers for Offshore Sailing

Sten Edholm felt that it would be useful to develop dedicated offshore race management training for Race Officers. He also felt that the Offshore Special Regulations should expand the requirement for crew training down to Category 3 races.

As an observer, Lars Nyqvist noted that at a regatta this year afflicted by a thunderstorm, many boats suffered problems with electronics and it still seems essential to carry paper charts on board.

vi) Race Formats

Stan Honey noted that there is a San Francisco Bay course which boats can

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attempt at any time and the results are displayed on line.

vii) Time commitment for yacht racing

Wolfgang Schaefer commented that as a yacht owner there is a difficulty in keeping a yacht crew together for a campaign. The philosophy of life has changed over the past six years, it is hard to find guys who are engaged and committed with a race campaign. At a corinthian level the sport is increasing but we do not find many new owners/clients at high level. The Farr 40 Class are not interested in tracking as if a rival is parked 2 miles ahead, the boats behind can look at a tracker and sail around the leader.

viii) New people into the sport

Thomas Nilsson commented that we have not mentioned yet how to bring new people into the sport. As an observer, Mike Urwin commented that the amount of time required to compete in sailing was a factor, with many other leisure activities calling for time, potential crew are more likely to say they can do a few races in a series, rather than be able to commit to an entire series. We need to promote easy, local regattas, with an exception of a few major iconic regattas to aspire to.

Stan Honey commented that he grew up racing 505 dinghies, progressed on to competing on yachts in the Southern Ocean Racing Conference (SORC) and Admiral's Cup. Aboard 'Pyewacket' for the Cabo Race this year the crew noticed that the crews of the other boats were the same group of people that they had been racing against in college and not current high school age sailors.

In conclusion, the Chairman summarised the topics raised: tracking, safety, attracting 'young blood'.

There being no further business, there was a motion to adjourn which was approved.