1. Opening of the Meeting

Stan Honey as Chairman welcomed the members of the Committee.

Vice–President Gary Jobson commented on how World Sailing was trying to grow the sport and make it more visible. He highlighted the new book that had been produced called ‘Closing the Gap-World Sailing’s Emerging Nations Program’ by Roger Vaughan. So try and get youth sailors out racing on your yachts.

Recalling that two years ago he had shown this committee a new documentary on the 1979 RORC Fastnet Race aboard ‘Tenacious’ with Ted Turner, Gary Jobson highlighted that the documentary had been aired 20 times in the last two years.
2. Minutes of the Previous Meeting
   (a) Minutes
      The minutes of the Oceanic and Offshore Committee meeting of 12 November 2015
      were noted.
   (b) Minutes Matters Arising
      There were no matters arising not covered elsewhere on this agenda.

3. Chairman’s Report
   It was noted that a Chairman’s report on the past years would be prepared and
   circulated for inclusion in the World Sailing Annual Report.

   As an overview, progress has been made with incident reports budget to empower a
   paid panel, the model is the Volvo Ocean Race Team Vestas Wind Report.

   The Special Regulations Sub-committee have been considering a submission to
   encourage co-operating with incident reports in order to make it an expected part of
   our sport. A working group has been developing a checklist for incident reports to be
   used in the aftermath of an incident. Structural integrity – we have an interim report on
   in-build validation and special thanks for funding this project go to Matt Allen on behalf
   of the SOLAS (Cruising Yacht Club of Australia -Safety of Life at Sea Trust), Bruno
   Finzi on behalf of Offshore Racing Congress, Andrew McIrvine on behalf of Royal
   Ocean Racing Club, Steve Benjamin on behalf of Sailing Yacht Research Foundation
   and World Sailing. We have 9 Special Regulations submissions and note that around
   25 boats have received World Sailing plan review certificates since the last meeting.
   Jacques Lehn will cover his work during the year with the major oceanic event
   organisers.

   Rating System World Championship – following last year’s meeting, the RORC and
   ORC leaders went off to co-operate in sorting out the World Championship situation.
   Unfortunately it did not work out. What we all expect from the primary rating systems
   is the leadership that we deserve and not to create more ill will, and that the
   discussion today should be in a professional manner for the benefit of all.

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 noted that this was not a World Sailing working party.

   i) An update from IRC
      Mike Urwin noted that the major items to report are:
      - The inclusion in the 2017-2020 version of Equipment Rules of Sailing (ERS)
        of 22 new definitions. Also included is a table of abbreviations for the
        commonly used standard sail dimensions.
      - The first version of the SAP sponsored database at US Sailing has now
        been commissioned. The data fields for all rules were created using the
        preliminary names proposed for UMS.
      - A first draft of proposed rig definitions and nomenclature has been shared
with US Sailing. It is intended that this will be followed by hull and boat definitions and nomenclature.

ii) An update from US Sailing

Nathan Titcomb (US Sailing Offshore Director) reported that the principal development to support the UMS by US Sailing is the creation of the Universal Certificate System (UCS), an undertaking that has been made possible by the partnership between US Sailing and SAP. The UCS is a cloud-based database that has been designed to support certificate management and generation for IRC, ORC and ORR. ORR is the first rule to use the UCS for the 2016 season. By the end of 2017 both ORC and IRC rules are expected to be fully integrated into the database for certificate issuance for all US-based boats. During the development of the database the UMS terms currently in use were implemented for the labelling of input fields. One of the key features of the UCS is the ability for an owner to sign into their account and initiate certificate requests online. In some cases rating rule certificate generation is automatic with delivery of the certificate back to the boat owner within minutes. The entire feature set of the database is very much in line with the original concept of the measurement data passport, one of the tenants of the UMS.

As US Sailing and SAP continue the work to bring the other rating rules fully online, the work completed via the UMS to align measurement terms, greatly reduces the effort required by the database to make submissions to each rule’s rating engine. US Sailing looks forward to participating in the efforts to continue the development of the UMS.

iii) An update from Offshore Racing Congress

As an observer, Nicola Sironi (ORC Chief Measurer) noted that the discussion had been as though there are three different rating systems and three different offices. The ORC has multiple rating offices, and its strength is to delegate to other countries and have them independently working with the program. The link that ORC has is the program on one end and the database that collects all the data coming from the individual Rating Offices. The database is approaching 100,000 yachts. This includes all the history and they are not all valid for racing. If a boat that was measured 20 years ago wants a new certificate it is easy to find them. The big development last year was the sail measurement abbreviations. The inclusion of new items in the ERS, specifically the foretriangle height F.6.1, which has been changed to reference the sheerline.

Regarding the ORC database, the big jump a few months ago is that all our data is on a server on a cloud. We are monitoring the SAP project, which however is not available to anybody, it is only US Sailing who has access to it and we all have big expectations on what can be achieved and especially the extra link that could be made with SAP Sailing tracking and program for following races such as 505 and Extreme Sailing Series. If this could be linked to the [performance] polars of the boats and what is contained in our database it could lead to very interesting developments. In terms of conversions and transformations between one rule and another in the ORC Manager program there is a button to click that produces a string or Excel file that be read in by the IRC program which is working fine.

Mike Urwin confirmed that the data exchange between ORC and IRC is now solid. Mike noted that yesterday Nathan Titcomb agreed in principle that the same step will be made with US Sailing and IRC databases.

Nicola continued: all the three environments/systems work with their own server, ORC have their own cloud, in Lymington they have their own and there is the one
in the United States. A long term vision is where there is no need for human intervention, the three data clouds can speak to each other and exchange data. Regarding ORC and ORR[US Sailing] the data files are basically the same, ORR uses files that ORC used until 8 years ago. ORC have maintained compatibility so that you read in and write out in the format of the original ‘dat’ file.

iv) An update from Empirical Handicap Sub-committee

It was noted that Ken Kershaw and the EHSC have been working with and on behalf of the UMS Group to promote (via the ERS Working Party) the adoption of new definitions and notations to be included in the Equipment Rules of Sailing. As a consequence of this work the next edition of the ERS (2017-2020) includes 22 new offshore yacht definitions and 16 primary sail parameters abbreviations. There needs to be a conduit from UMS to ERS to continue this important work.

The Chairman concluded by noting the good progress last year with sail measurements. Progress has continued this year with the data interchange and he agreed with the notion that the data interchange is important element. Mike Urwin noted that continued work with the ERS Working party is needed with rig and hull definitions. The vision is the UMS must be controlled by the recognised Rating Systems, but the liaison with ERS is an important element and is some cases the ERS have adopted the conventions that the UMS guys have come up with.

Adrienne Cahalan questioned the availability of the UMS measurement data on each boat. If an owner chooses not to access multiple rating certificates, is their data on the IRC system available to another system regardless? or is it only permission-based, that other systems can access that boat’s data?

Mike Urwin advised that the ultimate intention of UMS is that the boat should have an electronic passport that contains the boat’s data. As far as he is concerned the measurement data for a boat belongs to the owner of the boat, not to the rating system. There are issues to resolve; if we give the owner of a boat a file with all the data, can he then present that data himself to another rating system?, and how do we ensure the integrity of the data?

Stan Honey considered that the data on a particular rating certificate is controlled by the policies of that particular rating system. Adrienne Cahalan noted that some certificates contain the owner’s personal data. Stan noted that the UMS does not change the policies regarding the certificate, but the owner would have the ability to get certificates under the different rules more cheaply than in the past when the boat would have needed to be re-measured. Mike Urwin: “Not necessarily more cheaply, but more conveniently. Whether the boat’s passport will be held in the owner’s hand or in a cloud has not yet been established.”

Alp Doğuoğlu asked when can we expect the boat passport?, Mike Urwin: I’m not sure, 2-5 years best guess. Data definition, where data is held, how it is secured and how the integrity of the data is confirmed are all issues to be resolved.

As an observer, Rob Weiland questioned: “Have the owners been asked whether they like to share their boat’s data? You know it is a practice to measure as late as possible.” Mike Urwin: under IRC when an owner applies for a certificate he is in effect signing that he will comply with, understands, and has read IRC rules. Those rules include that the data for the boat becomes public domain. So if you wish to see the data for a competitor’s boat you can apply to have a copy certificate, that will have the technical data, length, sail dimensions, and will not include, (other than the name of the owner), the owner’s personal details.

Nicola Sironi confirmed that in the ORC Sailor’s Services, the owner’s details are
Rob Weiland noted that the event organisers are faced with these certificates coming in five minutes before closing deadline. They have to defend themselves on that by setting ever more stringent rules because the owners don’t want to share the data until the very last moment.

Stan Honey concluded that in the past, the early terminology for Rating Systems was Measurement Rules. The principal reason to separate the measurement of yachts from the calculation of ratings is to benefit the owners and make it possible for an owner to measure the boat once and then to be able to race under various rating systems without having to remeasure.

(b) Offshore Sailing Incident Investigation

As an introduction to this topic, attention was drawn to the paper circulated as Special Regulations Sub-committee Item 10(a) Summary of Incidents. Simon Forbes noted that this was generally compiled from media reports, but includes some under investigation by government authorities.

Bruno Finzi highlighted an incident between a GC32 foiling catamaran and a photographer’s RIB on Lake Garda. It was not a disaster, but could have been. As an observer, Alan Block noted that he had a project to find out what is going on with foiling boats and event support boats and the 4 or 5 crashes in the last couple of years, including the Gunboat G4 catamaran just after the Annapolis Boat Show. Response from events has been slow. If World Sailing wants to save some future fatalities it should probably take a leadership role in drafting some rules, some foiling classes are doing it themselves. Jason Smithwick noted that the Equipment Committee yesterday had identified this topic for future work and will engage with the work currently being done by John Craig (Americas Cup and Red Bull Flying Phantom Race Officer).

As an observer, Matt Allen noted that in Australian waters, several fatalities had occurred during deliveries of yachts to and from races.

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. Reports will be modelled after the widely admired Flinders Islet Report, and the Vestas Wind Report.

World Sailing has approved a budget for the hiring of professionals to write an incident report on any incident where there would likely be valuable information to be learned for the continued improvement of the Offshore Special Regulations or of the World Sailing Plan Review process. As an observer, Jack Lloyd noted that the Team Vestas Wind report was initiated within 12 hours of the incident.

Sten Edholm presented a draft checklist to be used in the immediate aftermath of an incident. Draft contents:

1. Background and why
2. Authority and appointment
3. Instructions for the working group (members, budget, timelines)
4. Initial actions
5. Foreign Authorities
6. Confidentiality
vii) Liaison
viii) Experts
ix) Disqualification
x) The Initial Working Plan
xi) Visit to accident venue
xii) Interviews
xiii) Media

**Decision:**

It was agreed to form a working party to finalise drafting of the Incident Report Checklist for use by a report writing team. The members are: Sten Edholm, Stan Honey, Will Apold, Chris Oxenbould and Adrienne Cahalan.

(c) Structural Integrity – In-build validation of keel attachments

An interim report dated 5 November 2016 from David Lyons was received regarding in-build validation of keel attachments.

This initiative is to determine whether it is worthwhile to add an in-build inspection of keel attachment to the World Sailing Plan Review process. The committee raised $40k to fund a project by naval architect David Lyons to investigate this topic. The work on the report is still underway. The question is whether the benefit of in-build inspection of keel attachment would be worth the additional cost and complexity added to the plan review. The $40k was raised from Australia SOLAS Trust $20k, World Sailing $5k, ORC $5k, RORC $5k, and SYRF $5k.

Stan Honey had been hoping that the report that we would be able to look at today would have for example, three cases:

i) The easy case of a classification society-approved yacht, that yacht would already have in-build inspection- so we would not need to do anything for those yachts.

ii) Yachts that are smaller and don’t fall within class, for example a 70 footer and a 40 footer.

Stan Honey was hoping that the report would have an example of a proposed procedure, which might have been along the lines of: The Notified Body (e.g. DNV GL) would extend the plan review process so that it would not be just the approval of the plans, but based on the plans and the construction approach, would also define a single in-build inspection procedure, select the time for that in-build inspection, set out the appropriate qualification for the inspector, and to interpret the inspection result.

The question that Stan Honey wanted the report to answer is how much does that cost? So for the 40 footer and the 70 footer how much cost would we be adding to the cost of plan review? We have circulated the interim report, we didn’t get the specific recommendation of a procedure for in-build inspection and a recommendation on whether to proceed or not.

Stan Honey said that it is unfortunate that we don’t have the information that we need to make a decision as to whether to further complicate our sport with a single in-build inspection. We are all reluctant to make the sport more expensive or more complicated but we are all concerned by the fact that we have keels falling off boats. We are in this bizarre situation where it is important enough to have plan review but we don't have any current mechanism to confirm that the boat was built according to
the design.

To be clear:

i) Keels can fall off because they are designed wrong (we think we have fixed that with Plan Review)

ii) Keels can fall off because they were not built according to the plans (that is what this project was intended to look at)

iii) Keels can also fall off because they are maintained poorly or they were damaged and not repaired. There are no proposals on the table to deal with that, other than some existing wording in the Offshore Special Regulations regarding inspection and maintenance.

James Dadd considered that on the cost side, more important than the cost of in-build inspection, is the insurance element of this. On the Volvo Ocean 65s where we required testing of everything as the boats were being constructed we made the test information available to the insurance company. The insurance company now sees that as a template for the direction that they want to work in the future. If we don’t get on with in-build validation they are going to come with ideas that are more onerous. The insurance companies are looking at it in a way that they have better confidence in the structures. That should then have a knock-on effect in reducing insurance premiums. While we may be looking at an initial extra cost of €1,000 – €5,000, we are probably looking at recouping that in insurance costs.

Stan Honey summarized that we have gotten ourselves into a situation where keels fall off boats from time to time and no one in the sport wants the situation to be the way that it currently is. The designers don’t want to design boats where there is a competitive pressure to have the keel attachment be as light as possible. Owners don’t want to own boats from which the keel might fall off. We, the sailors, don’t want to race boats that lose keels. It is terrible for the second-hand market. It is one of these crazy situations that happens in human affairs where you end up in a place that nobody wanted to be. As the late Carl Schumacher the naval architect used to say: “saving weight in the keel attachment or keel fin is probably the stupidest place on the boat to save weight.”

Bruno Finzi agreed that the suggestion from James Dadd is the one to follow. If you can certify that some maintenance has been done, then the insurance cost is lower. To your question what do we do after the boat is built, we can follow the path of insurance cost with some maintenance schedule to be done or checks to be done every 2 or 4 years.

Jason Smithwick noted that he would be at the Yacht Racing Forum in early December and will continue discussions with insurance companies. What would be good is if World Sailing could offer some strong advice to the insurers on the frequency of a survey for example.

Adrienne Cahalan commented on the dilemma on the next step in the life of a keel. We had an accident in Australia regarding a modification of a keel. World Sailing could give guidance to owners, that they have a duty of disclosure within an insurance policy if they modify a keel that has already been risk assessed when you got the policy that may void your policy.

**Decision**

Stan Honey, Jason Smithwick, Will Apold and James Dadd will call David Lyons and make sure that World Sailing and it’s partners get their money’s worth out of this project’s final report. Then the next Oceanic & Offshore Committee can make this decision on slightly more complicating and increasing the cost of our sport in order to
address the catastrophic loss of keels due to them not being built as designed.

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 34 countries by National Rating Offices on five continents and centrally managed by ORC for 11 countries where a National Rating Office is not yet established. The ORC Superyacht Rule, first introduced in 2015, is centrally managed by ORC. Thus, in total ORC issues certificates for boats in 45 countries.

ORC Club and ORC International, issued and valid certificates worldwide represent a projected 3% increase from 2015.

The Super Yacht Racing Association (SYRA) and ORC continued this year with the ORC Superyacht Rule (ORCsy), suited to race these large yachts over 30m in length. This year so far there were 166 ORCsy certificates issued, all controlled and issued by the ORC Central Office. Racing was held in in 9 events from the USA, Caribbean to Europe.

The ORC World Championship was hosted by the Royal Danish YC in Copenhagen (DEN), where 131 boats from 14 countries from 5 continents competed. The ORC European Championship hosted by Nautical Club of Thessaloniki in Porto Carras(GRE) drew a record 73 entries from 12 countries and the ORC Sportboat European Championship held in Chioggia(ITA) attracted a record 40 entries from 6 nations.

The principal 2017 ORC Championships to be held are:

- The ORC Worlds in Trieste(ITA), 30 June - 8 July.
- The European ORC Championships in Gdansk(POL), 23-29 July.
- The ORC Sportboat Europeans in Riga(LAT), 30 July-6 August

17 Nations in Baltic, Mediterranean and South American regions held ORC National Championships in 2016.

The ORC website allowing access to all ORC rules, rating system documents and the VPP used to generate ratings, available rating and measurement data from a database. Traffic on the website grow steadily and now averages over 40,000 visitors/month. This access is facilitated by the ORC Sailor Services system, which has over 3,000 registered users and which gives free online access to the ORC database of over 94,000 records gathered from the past 25 years.

The access to boat data has also prompted web and app developers: for $1.99 an app called ‘ORCee’ can look up basic measurement and rating information for every boat in the system with a valid certificate. A web developer in the Netherlands has also created a website ([http://jieter.github.io/orc-data/site](http://jieter.github.io/orc-data/site)) that provides even more information – such as rated speeds of the boat – for any boat in the ORC system and presents them in both tabular and graphic formats.

34 Submissions have been received this year from 7 National Authorities that were discussed in the following committees, with many reviewed by multiple committees: 4 for the Race Management Committee, 8 for the Offshore Classes and Events Committee, 18 for the International Technical Committee (ITC), 5 for the Rating Officers Committee, 10 for the Measurement Committee, and 4 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.

(b) IRC Rating Rule

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

One of the major developments is the creation of an online application called “MyIRC” to make it easier for owners and sailors to access information on their boats, make applications for ratings and amendments, trial certificates and copies of other certificates. It has standard data for a one-design boats, with 250 designs on the list. The data is automatically populated. This will be a worldwide initiative with 49 rating authorities having access to the administration system of the application. This will make life simpler.

The advantage of MyIRC is that all rating applications will go to the central rating authority for an audit. The unendorsed certificate will now be called a “standard certificate”. This used to be considered owner-declared data, but in reality, all data is audited by the rating office. This will hopefully encourage the use of the standard certificate around the world.

This year there are 49 rule authorities as two more joined: Taiwan and India. This helps racing develop in these areas and connects Abu Dhabi through to Japan.

The One Ton Cup has returned with the Fast40+ Class developing well over the last couple of years. They are keen to make the event an international event with great potential to expand and develop. The HP30 is also looking as a great development for the future.

The IRC Technical Committee has been working this year on a wide-ranging agenda. First is the way the rating system deals with sportsboats as a review was necessary to cope with modern designs. Also is work on the Dynamic Stability System, the lateral foil system to have a better scientific understanding how that works. There has been a review of canting keels and water ballast. One other big area is the way they deal with aft standing rigging.

In 2018 the research elements include, dealing with outriggers e.g. the use of whisker poles with multiple headsail arrangements.

There has been equipment inspection at various events around the world; Commodore’s Cup, IRC European Championship and Maxi Rolex Cup. Also the King’s Cup and the Rolex Middle Sea Race.

The total number of IRC certificated boats predicted at the end of 2016 is down a little bit and appears to have plateaued at 7500 worldwide. It is worth noting that the length of the average rated boat has increased by approximately 1.3m. This equates to an average crew number increase of one per boat. With around 68,000 sailors taking part.

Bruno Finzi, asked would it possible to have the number of standard certificates compared to the number of endorsed certificates in the future. James stated that around 40% of certificates are endorsed.

Lazaros Tsalikis asked how many of the boats possessed both IRC and ORC certificates. James did not know the answer. It was asked how many boats
participated in the IRC Europeans? It was noted that at the IRC Europeans there originally was an entry of around 75 yachts, but due to bad weather before the event, the number of yachts competing was 45 yachts from four countries.

6. World Sailing Regulations

(a) Submission 007-16 was noted from the International Kiteboarding Association regarding New Regulation 25.8.13 - Special Events

Opinion: Did not discuss

(b) Submission 008-16 was noted from the International Kiteboarding Association regarding Regulation 25.6 – Other World Championships – Special Events

Opinion: Did not discuss

(c) Submission 009-16 was noted from the International Kiteboarding Association regarding New Regulation, List of Special, Major and Recognized Events

Opinion: Did not discuss

(d) Submission 011-16 was noted from the Chairman, Oceanic and Offshore Committee regarding Regulation 20, Advertising Code, to enable an appropriate sailmaker’s mark size for boats over 20 metres in length

Opinion: Approve

(e) Submission 045-16 from IRC regarding Regulation 25.5 – World Championships for International Rating Systems was received.

There was a contentious debate in the meeting regarding submission 045-16, which is the submission to amend the World Sailing Regulation 25.5.3. The amendment proposed that as an option to the requirement that a rating rule’s scientific formulation be available to all certificate holders, an option be added that the formulation was available to World Sailing. This would in effect allow IRC to hold a World Championship. The chairman asked that each speaker declare any conflict of interest and any specific affiliation to ORC and RORC/IRC when presenting their view on the submission. The Chairman noted that World Sailing and others had been working for 12 years to establish cooperation between ORC and IRC and that leadership was required to get to a satisfactory solution.

The submission was presented by IRC as levelling the playing field for the two major International rating systems and would allow the tens of thousands of sailors racing under IRC the possibility to compete in a World Championships. It was also noted that the current situation did not put IRC on an equal negotiation basis with ORC. World Sailing were asked to perform a review of the rating system calculations and methodology and confirmed the IRC rating system is based on scientific formulation using physical factors to define a yacht and establish a rating.

There were concerns regarding the addition of a further World Championships in the offshore world and that this would confuse media and sailors. It was suggested that having two rating systems with World Championships could result in the same boat winning more than one World Championship. Also, concerns were presented over the availability of the IRC rating system methodology and calculations to certificate holders and how this may be handled in a protest at a World Championship.

At the end of hours of contentious debate, ORC and IRC jointly proposed an amendment to the submission. 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: Approve with the following amendment:
IRC and ORC agree to change the purpose and objective of the submission to the following:
To acknowledge that sailors competing under all international rating systems have the same rights to compete in a world championship.
ORC and IRC commit to work jointly towards the following combined events.
1. Starting in 2018 and subsequent years a jointly scored World Championship
2. Starting in 2018 a team World Championship based on the same event.
3. A new combined Offshore World championship based on existing offshore events

Council decision: Approved; with the amendment that “and/or” is changed to “or”

7. Racing Rules of Sailing
(a) Submission 070-16 was noted from Deutscher Segler-Verband regarding Identification on Sails - RRS Appendix G.1.2(a) - national letters and numbers approximately horizontal and readable from left to right.
   Opinion: No opinion
(b) Submission 071-16 was noted from Deutscher Segler-Verband regarding Identification on Sails - RRS Appendix G.1.3(d) - national letters and numbers on an asymmetric spinnaker shall be displayed on both sides.
   Opinion: No opinion
(c) Submission 072-16 from Deutscher Segler-Verband regarding Identification on Sails - RRS Appendix G.1.3(e) national letters and numbers on headsails whose LP is longer than 130% of foretriangle base.
   Opinion: No opinion

8. Equipment Rules of Sailing
(a) It was noted that submission 025-16 had been withdrawn by Deutscher Segler-Verband regarding ERS F.1.4(c)(i) bowsprit and adding the term ‘spinnaker’.
(b) It was noted that submission 026-16 had been withdrawn by Deutscher Segler-Verband regarding ERS F.1.5 Spreader and adding the term ‘jumper/diamond’.
(c) It was noted that submission 027-16 had been withdrawn by Deutscher Segler-Verband regarding new ERS G.1.3(e) definition of a spinnaker.
(d) It was noted that submission 028-16 had been withdrawn by Deutscher Segler-Verband regarding new definitions ERS G.6.7 “batten” & G.6.8 “corner boards”.

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’.

The agenda and supporting papers were noted of the Offshore Special Regulations Sub-committee.
Recommendations were received from the Offshore Special Regulations Sub-committee on ‘SR’ submissions.

The following Submissions were withdrawn:

SR09-16 Training

The submissions for approval, as amended in the circulated recommendations from the Special Regulations Sub-committee (effective 1 January 2017 except SR07-16) are:

SR01-16 OSR 1.02.3 & 2.02 – New – Incident Reporting

On a proposal by Adrienne Cahalan, seconded by Ken Kershaw it was unanimously agreed to further amend 1.02.3 to read:

“1.02.3 By participating in a race conducted under the OSR, the person in charge, each competitor and boat owner agrees to reasonably cooperate with the organizing authority and World Sailing in the development of an independent incident report as specified in 2.02.”

SR02-16 OSR 3.14.6 – Lifelines

SR03-16 OSR 4.06 – Anchor

SR04-16 OSR 4.20.2(d) – Minimum Liferaft Equipment

SR05-16 OSR 4.22 – Crew Overboard Identification and Recovery

SR06-16 OSR 4.26.1(a) – Storm sail colour

SR07-16 OSR 4.21.4 – Safety harness and Tethers (effective 1 January 2018)

SR08-16 OSR General - Re-write corrections

On a proposal by Will Apold, seconded by Janet Grosvenor the submissions as amended by Special Regulations Sub-committee and Oceanic and Offshore Committee were unanimously approved.

10. Reports & Opinions of Sub-committees

(a) Special Regulations Sub-committee

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

Will Apold reported that the first four months of the year had been spent on editing the OSR relating to omissions and corrections following the re-drafting. Work is ongoing on revising the Guide to Offshore Personal Safety book. Work is also on-going on the website presentation of the OSR Inspection Checklists and these should be available on-line in January 2017.

The OSR Structural Plan Review continues with 10 designs issued with certificates in 2016 and the possible involvement of two more Notified Bodies.

Working parties continue on Training, Incident Review Panel, Electric Propulsion, and looking at the application of the OSR to yachts greater than 24m.

Future work may include looking at helmet specifications to make high speed sailing safer.

(b) Empirical Handicap Sub-committee
A report was received from Ken Kershaw the Chairman of the Empirical Handicap Sub-committee. The development of the basic steps and mathematics for a World Sailing Turnkey Empirical Handicap Scheme including the determination of a yacht’s initial TCF and post-race assessment and adjustment of TCFs has continued. These are included in the “Offshore - Rating and Handicap Systems” web page which has been completely re-written and revised with input from the RORC, ORC and the EHSC.

http://www.sailing.org/classesandequipment/offshore/ratings_and_handicap_systems.php

The EHSC has continued to promote the standardisation of nomenclature for standard measurement parameters via the ERS Working Party on behalf of the UMS project. This project has resulted in 22 new or amended Equipment Rule being included in the next 2017-2020 edition of the ERS all of which relate to offshore boats. The text of other ERS have also been influenced by representation from the EHSC. In addition, a new ERS Appendix 2 is to be introduced next year listing nomenclature for the main sail parameters.

It is hoped that the Oceanic and Offshore Committee will be able to continue this work via new representation, the Committee’s existing link to the ERS Working Party ceasing to exist in January next year.

11. World Sailor Classification Code

A report was received from Tom Rinda, Chairman of the Classification Commission. The World Sailing Sailor Classification Commission met in October 2016 at the Executive Office.

2016 was another interesting year for the Classification Commission. Tom Rinda recalled that by the end of September 2015 just prior to the 2015 Annual Conference, we were given official notice of a Submission (015-15) put forward by the Para World Sailing Committee, to change the name of our Commission established under Regulation 22 from the Classification Commission to the “Grouping” Commission.

This proposal was ultimately withdrawn, but the then Executive Committee mandated we find a way to resolve this request prior to this year’s Annual Conference.

As a result of this proposal, we spent no small amount of time and a great deal of effort in discussions as to the rationale for this name change, as well as making a successful effort to have this Submission replaced by a more sensible change under the Racing Rules of Sailing. A solution for the dilemma of having two different types of Classification was put on the top of our agenda for 2016 in the interest of clarifying this issue for the good of sailing.

Regatta attendance in 2015-6 by Classification representatives for World Sailing Class World Championship events was made by the Commission interviewers at the Melges 24 Europeans, Melges 24 Worlds, Newport Bermuda Race, RORC Commodores Cup, and Swan Gold Cup at YCCS, as well as the ORC Europeans in Porto Carras, Greece and the ORC Worlds in Denmark. Sailor Classification was also employed for other World Sailing Class events such as the J 70 Class for the North Americans and J 70 Worlds, both in the USA, the Farr 40 Class, Etchells Worlds and J 111 Worlds and the NYYC Invitational Cup Qualification Event at Harbor Court.

There were no major event issues resulting from these Classes and Events and no
actions were required as a result this year.

The need for more reliable and timely posting of information by the Executive Office continues. The untimely departure of our Programmer this past December had the unfortunate result of no Annual Conference documents being posted including our Regulation changes and the revised Frequently Asked Questions.

This condition will now be rectified by the new Web Programmer, Tomas Feiszt, who met with Commission members at our annual meeting in October. We also used this hiatus and opportunity to go over our online documentation in detail at this meeting and were able to revise the Frequently Asked Questions into a gender neutral document, in keeping with the current times of this preferred presentation.

One major issue that remains to be accomplished is to introduce the last minute fees approved last year by the World Sailing Secretariat. We were gratified to hear at our annual meeting of progress being made on this front by SOTIC with a new system being developed along with regatta registration to better handle monetization at the Executive Office.

We hope these initiatives go forward to add event participation and results to the individual data kept by the sailor ID system. Ultimately, this data can be used in a variety of ways and will prove to be of significant value to not just Sailor Classification, but a number of future avenues of monetization for ISAF.

Commission balance and coverage was enhanced by the addition of a new member, Glen Stanaway from Australia. We welcome the additional insight and input from him in this important sailing region.

Finally, as a result of discussions with the Racing Rules Working Party in collaboration with the Para World Sailing board, we have proposed a rule change and addition to the Notice of Race Appendix L which will resolve the duality of sailor Classification and functional Classification of Para Athletes.

Committee members were urged to review this Submission 073-16 and support would be appreciated for this action.

12. Oceanic Concordat

The minutes were noted of the meetings of World Sailing Major Oceanic Event Organisers held in Paris on 14 June 2016 and 10 December 2015.

Jacques Lehn reported on activity during 2016. Discussions continue with the Transat Jacques Vabre regarding joining the oceanic concordat. Representatives of oceanic classes attended the meetings: Volvo Ocean 65, IMOCA 60, Class 40 and Collectif Ultim (maxi multihulls length 24-32m). The aim is to harmonise the event calendar and avoid conflicts. A new event starting June 25th 2017 is ‘The Bridge’ a race against the ‘Queen Mary 2’ cruise liner from St Nazaire to New York. The race will be for Ultim multihulls. Future work includes the potential clash in 2020 of the Vendée Globe and Volvo Ocean Race.

Stan Honey thanked Jacques for the long-term work he had done in this area and for being Chairman of the Oceanic and Offshore Committee for the first two years of this four-year term.

13. Racing Rules and Oceanic & Offshore Racing

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

David Brunskill also gave a presentation report reviewing the work and considering the
next steps on Judging and Offshore & Oceanic Racing. The initial project to create a guide for judging oceanic and offshore racing has been successful, resulting in a new chapter to the International Judges Manual. The working party members were thanked for their work, in particular Bernard Bonneau.

Regarding rules issues, Notice of Race and Sailing Instructions, David felt that the major organisers such as ORC(Green Book), Federation Francaise de Voile and RORC(strong standard format) have very well-developed Notice of Race and Sailing Instructions which address a lot of the offshore and oceanic issues. However he also felt that possibly Cape-Rio, Muscat-Dubai organisers etc could not turn to a standard document which gathers best practice. The working party had been giving advice on rules issues but was not integrated in to the committee structure. He highlighted as an example that there is a debate among offshore race organisers as to whether you need the International Regulations for Preventing Collisions at Sea (IRPCS) format for offshore racing at night.

David felt that moving forward, there is a clear mandate to finalise International Judges Manual- Section P which will be updated in line with the new RRS 2017-2020 by 1 January 2017 and will continue to need updating. In terms of education and training - that issue is with Jan Stage the Chairman of the Race Officials Committee. Regarding the Rules issues, Race Management Sub-committee would like to continue to tap into the expertise of the working party, but he felt closer involvement with the Racing Rules Committee would be needed.

David Brunskill suggested that the Oceanic and Offshore Committee note his report and stand down the working party in order to consider how best to go forward.

Stan Honey noted that when participating in races around the world, you see entirely different solutions to issues like Traffic Separation Schemes (TSS). In the English Channel you have to stay out of the TSS entirely, which can possibly be viewed as counterproductive because at times during the Fastnet Race there are so many racing yachts sailing around the ends of the TSS that ships cannot get into the TSS. In New York, Charleston, Boston, San Francisco we run our races entirely within a TSS, because that is the only place to sail, but have a strong commitment to the pilots to stay out of the way of ships, and the pilots have the ability to DSQ a racing yacht that does get in the way. Both approaches to the rules are entirely different and both approaches work well in their regions. I think there are other issues which are dealt with differently in various races for reasons which make perfect sense, such as outside information. So having put those issues on the table, the Office will keep them on file for future use. I would like to check with the major organisers if they feel we are where we need to be at this point?

Janet Grosvenor thanked David for highlighting issues that we are talking about. She was slightly concerned that in one of his reports where we seemed to be drifting towards separate Racing Rules for offshore - that would concern us deeply because I think we have enough confusion regarding racing rules from our competitors as it is, and so to give another layer we don’t believe it is necessary. There is a standard submission process involving the National Authorities which would be the appropriate mechanism for amendments.

Jacques Lehn noted that the Race Organisers have been kept aware of the working party’s work. David attended the Major Oceanic Event organisers meetings a couple of times. He felt the organisers were happy with where we stand at the moment and they are not asking for any more developments.

Stan Honey thanked David Brunskill and the working party for the work that they had done which was very helpful to put the relevant issues on the table. We will keep the work on file and we know where to find you when the time comes.
14. **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.

It was noted that two large trimarans had attempted the around the world record but were unsuccessful. However the WSSRC did recognise some intermediate records for the teams and the “North Atlantic” and “Indian Ocean” records were both broken. The Around the World Record stands at just over 45 days and this indicates the bar has been raised high for this premier of all record routes.

The last year has been an active year for offshore record attempts dominated by the MOD 70 ‘Phaedo 3’ which has collected 6 world records. MACIF (Garbart FRA) has broken the 24hr singlehanded record covering 784NM.

‘Comanche’ navigated by the Chairman, Stan Honey, broke the Transatlantic monohull record with a time of 5 days, 14 hours.

For the first year there have been no 500 metre organised events under the WSSRC rules. Details of the requirements for record setting can be found at the WSSRC website: www.sailspeedrecords.com

15. **International Regulations Commission**

A report was received from Stuart Carruthers, Chairman of the International Regulations Commission regarding the meeting held on 5 November. Topics covered were: the submission on creating a Sustainability in Sailing Commission. International Maritime Organisation, International Standards Organisation and other regulatory bodies. (See minutes of International Regulations Commission for full details.)

The committee noted the work being undertaken by Stuart and in particular the agreement of ISO to adopt a new International Standard for a Yachtsman’s Lifejacket (ISO 12402-6). This would give World Sailing the opportunity to specify exact features and equipment for this lifejacket.

16. **Olympic Sailing Competition**

A paper was received summarising some press comments from World Sailing President and CEO regarding including offshore boats in the Olympic Sailing Competition.

It was noted that there is a possibility of an 11th medal event, which would be included within the athlete quota of 380 sailors. Alternatively, or in addition, there is a possibility of a ‘show-case’ event whose competitors would not be counted from within the 380 athlete quota.

(a) Crew size

   i) Two crew, i.e. doublehanded

   ii) Mixed, i.e. one man one woman

   iii) If this is an eleventh medal, the crew would be selected from each country’s existing Olympic sailing team, so this would give those two sailors from each nation the ability to sail for a second medal. This of course means that no additional athletes are needed, and the ten other Olympic sailing events are unaffected.

   iv) If it is a showcase event, additional sailors could be used but it still might be of
more interest and more benefit to our sport to use the existing sailing Olympians as the crew

(b) Boat
   i) Manufacturer supplied.
   ii) 10 to 12 meter length, high-performance production offshore racing boat, e.g. Beneteau
   iii) 10-12 meter is long enough so that the boats will look good and perform well even when equipped with VSAT satellite domes, large batteries, and on deck robo-cams.

(c) Event
   i) three day race, specifically three days and two nights.
   ii) Course and mark changes during the race as necessary to guarantee the first finisher arrives in the afternoon of the third day, for media and predictable logistics.
   iii) Start and finish to be adjacent to the Olympic Harbor.
   iv) Electronic umpiring, so protests and penalties would all be worked out during the race prior to the finish.
   v) One clear winner. i.e. the first boat to finish wins the Gold.

(d) Media
   i) Onboard HD robo-cams, on deck and below including microphones. Robo-cams to be operated by camera operators on shore.
   ii) Continuous on-line streaming video. Specifically video from each boat would be available to viewers via the internet continuously throughout the event.
   iii) Three day race will provide a fascinating, live, on-line experience for viewers in all time zones.
   iv) Media professionals involved in the discussion of the above were unanimously in agreement that this event would be of enormous viewer interest because the boats would be similar to recreational racing boats, and the event could be followed live in all time zones over an extended period.

17. Any Other Business
    There being no further business, there was a motion to adjourn which was approved.