



The Oceanic and Offshore Committee met at 09:30 – 15:40 hours
on Thursday 1 November 2018 at the Hyatt Regency, Sarasota, Florida, USA

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

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Present:

Matt Allen (AUS) – Vice Chairman
Selma Altay Rodopman (TUR)
Will Apold (CAN) (Special Regulations SC)
Paddy Boyd (IRL)
Stuart Carruthers (International Regulations)
Stacey Clark (GBR)

Bruno Finzi (ITA)
Jose Frers (ARG)
Noboru Kobayashi (JPN)
Thomas Nilsson (NOR)
Tom Rinda (Classification Commission)
Wolfgang Schaefer (GER)

Apologies:

Stan Honey(USA) –Chairman

Christophe Gaumont (FRA)

Also in Attendance:

Carlos de Beltran (Head of Technical & Offshore)
Simon Forbes (Technical & Offshore Manager)

Gary Jobson – (Vice-President)

1. Opening of the Meeting

Vice-Chairman Matt Allen, chaired the meeting in the absence of Chairman Stan Honey.

Gary Jobson highlighted that the recent submission 037-18 from the Board to include in the Olympics an Offshore Mixed Two-Handed Event was a unique opportunity. (See Item 18)

2. Minutes of the Previous Meeting

(a) Minutes

The minutes were noted of the Oceanic and Offshore Committee meeting of 9 November 2017.

(b) Minutes Matters Arising

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

3. Chairman's Report

It was noted that Stan Honey had submitted a report of the Committee's activity during the year to Council.

4. Working Parties

(a) Universal Measurement System

It was noted that the fundamental aim of the UMS project is to reduce the complexity for owners and rating offices when a yacht owner chooses to race under multiple rating rules. Matt Allen highlighted that UMS could play an important part in supporting the integrity of rating systems.

It was noted that the Working Party for 2018 was Nathan Titcomb (Chairman), Jason Smithwick and Nicola Sironi.

- i) Nathan Titcomb, (Offshore Director, US Sailing) reported on work during the year. A list of measurement terms has been compiled, using all the ORC and IRC measurements. The list was collated, overlaps identified and duplicates removed where possible. A standard data format was determined, utilizing the ORC .dxt data format, as an XML file-type, with file extension .dxte. Included is a total list of ORC and IRC measurements after parsing overlap. This is already native in the ORC manager tool, '.dxte' files can be used to produce ORC Ratings. Compatible MYIRC portal via US Sailing SAP database. IRC and ORC are working to amend definitions and actual methods to conform to a UMS standard. Goal is to standardize the measurements into the smallest possible set of terms.
- ii) Jason Smithwick, RORC Director of Rating noted that for the dual-scored ORC-IRC World Championship, RORC/UNCL for IRC and ORC had gone through a long and painful process of data exchange, which in some cases had resorted to exchanging pieces of paper. For the combined event in 2020 ORC and IRC have to make this work, so we will work hard together with Zoran Grubiza to push this project forward.
- iii) Nicola Sironi on behalf of ORC noted the very good cooperation which was needed as the same boats were certificated under both IRC and ORC Rating Systems.

Bruno Finzi note that it is the fifth year we have been talking about progressing UMS without much progress. We have to shift to getting to the delivery of UMS. The ORC has demonstrated that it has the tools to both US Sailing and RORC. We have RORC's commitment now after the [2018] Worlds and because of the Worlds in 2020.

Matt Allen concluded that UMS could play a role in rating system integrity.

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 35 countries by National Rating Offices on five continents and centrally managed by ORC for 10 countries where a National Rating Office is not yet established. The ORC

Oceanic and Offshore Committee Minutes(cont.)

Superyacht Rule, first introduced in 2015, is centrally managed by ORC. Thus, in total ORC issues certificates for boats in 45 countries.

At the end of 2017 there were 10198 certificates issued to 9258 boats and by the end of September 2018 there were 9474 certificates issued to 8408 boats.

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 there was a decrease in boats and certificates from 2017 due to hurricane damage in the past season.

For the first time ever, the combined use of ORC and IRC ratings were used at the 2018 The Hague Offshore World Championship held in July, with 85 entries from 15 countries and 3 continents attending for a week of inshore and offshore racing. The event was a success in helping unite the technical protocols used by each system with a plan made towards future cooperation.

The principal 2019 organised ORC Championships to be held are:

- the 2019 ORC Worlds will be organized by ORC and a local organizing committee in Sibenik, Croatia and held over 1-8 June
- The 2019 European ORC Championships will be hosted by the Oxelosund Sailing Club in Oxelosund, Sweden and held over 11-17 August.
- The ORC Sportboat Europeans planned for 24-30 August in Portoroz, Slovenia. .

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 averages over 45,000 visitors/month. This access is facilitated by the ORC Sailor Services system.

26 Submissions have been received this year from 10 National Authorities that were discussed in the committees. Small improvements have been made to the VPP recommended by the ITC.

(b) IRC Rating Rule

A report was received from the RORC Rating Office and presented by Jason Smithwick, Director of Rating.

The IRC Rating System is managed by the IRC Rating Authority (RORC Rating Office and UNCL Centre de Calcul) and further administered by 42 additional rule authorities, with IRC Certificates issued in 44 countries.

At the end of August, the total of boats rated (new applications, revalidations, single event ratings) was 4564.

2018 saw the inaugural combined IRC/ORC Offshore World Championships held in The Hague (Netherlands) in July. An innovative solution to unite the world's two largest offshore racing fleets, the event was scored jointly with IRC and ORC for the first time, and the entry list included an eclectic mix of boat designs.

The 3rd IRC European Championship was held in Cowes, UK in June 2018 and incorporated the Commodores' Cup, the RORC's biennial event for three-boat teams with amateur crews and only one professional per boat allowed. Racing included 8 inshore races of different configurations, a Round the Island (Wight) Race and a 30-36 hour offshore race.

30 boats from Great Britain, France, the Netherlands, USA, Belgium, Ireland and Denmark were entered, racing in 3 classes. This event encouraged youth and female

sailor participation by including a clause in the Notice of Race that allowed 1 extra crew member where crews included at least 2 young (under-25) or female crew.

The next IRC European Championship will be held in San Remo, Italy in June 2019.

At IRC Congress 2017 it was broadly agreed that the USA and Canada should draw up an agreement to alternate as hosts for the IRC North American Championship. this year it was hosted by the Etobicoke Yacht Club on Lake Ontario in Canada, as part of their Open Regatta. There were 18 entries in two classes, with 6 races over two days.

Rating changes for 2019, There are rating changes for the following areas:

- Treatment of draft
- Boats of length > 30.5m.
- Cruisers and classics with relatively low sail area.
- Spinnaker numbers

(c) **ORR – Offshore Racing Rule (US Sailing)**

The Chairman invited John Horton to give an update from ORR which is not a World Sailing-recognised Rating System.

In 2018 ORR has 713 fully measured boats in Mexico, Bermuda and USA. ORR_{EZ} is simpler with a common hull file. High profile races that ORR was used in : Newport-Bermuda, Transpac, Mackinac (Chicago and Bayview), Transpac, Pacific Cup, Marblehead Halifax, Queens Cup, MEXORC.

6. Rating Integrity and Cheating

- (a) The 'Scugnizza' rating protest case was noted from 2016 ORC European Championship in Porto Carras, Greece. (Minute 5(a) - O&O Committee 2017) and that World Sailing did not appeal the FIV Federal tribunal decision.

Background: Following a protest from an Estonian competitor against the Class C winner of the 2016 ORC European Championship in Porto Carras, Greece, an International Jury was convened in Athens over 30 March – 1 April 2017 to review technical evidence presented by ORC that the class winner, 'Scugnizza-Total Lubmarine' (ITA), an NM38S owned by Vincenzo de Blasio, had wilfully violated RRS 2 and ORC measurement rules, and thereby RRS 69. The International Jury reviewed evidence and testimony presented by all parties and determined this yacht had breached these rules, and ORC removed their title and awarded it to the runner-up, Aivar Tuulberg's Katariina II (EST).

- (b) A letter was noted from Andrew McIrvine to Kim Andersen dated 30 January 2018, in which Andrew McIrvine expressed deep concern over the rise of cheating within our sport and the lack of use of process and sanctions to deal with it. He highlighted the J/70 World Championship 2017 and the 'Scugnizza' case as incidents in which he felt it is imperative that World Sailing takes a much firmer line in trying to stamp out this culture.
- (c) A note on the 'Scugnizza' Case was received from World Sailing Director of Legal & Governance which summarised:
- i) World Sailing received a request to appeal the FIV Tribunal decision to the Judicial Board under the CEO's power to appeal "unduly lenient" decisions. A holding appeal was lodged whilst the papers were reviewed.
 - ii) In order to appeal successfully World Sailing would need to prove four elements to the comfortable satisfaction of an Independent Appeal Panel:

- There was illegal weight in the boat;
 - The owner knew or ought to have known, this weight was there;
 - These two factors combined to be misconduct under rule 69; and
 - The FIV Federal tribunal went outside the range of reasonable decisions it could make when dismissing the case when it did.
- iii) The assessment of the evidence provided to World Sailing was that there were two serious missing elements:
- There was no direct evidence of illegal weight – the technical calculations and photographic evidence were circumstantial and indirect evidence which would assist in proving a case, but could not form the basis of a finding of guilt alone.
 - World Sailing would need to prove the owner knew the weight was there (or ought to have known). The only evidence in this area was (1) he was the owner and (2) hearsay verbal statements made by the owner to the International Jury at the 69 hearing.
- iv) The FIV Tribunal said in its decision that it would not proceed with the case because (1) it involved guessing there was illegal weight and none was found and (2) even if it was there, there no evidence of a link between the illegal weight and an individual. Therefore the Tribunal had similar concerns.
- v) Based on this, the assessment was that World Sailing did not have a realistic prospect of succeeding. More direct evidence was needed in order to make such an appeal to the Judicial Board. Had this evidence been presented, then a full appeal would have been filed.
- (d) The Chairman introduced the Committee discussion by observing that we need to work out as a sport, where we go forward with these sorts of issues and noted that they are not specific to Rating Systems, applying equally to one design classes. We need to protect the integrity of our sport and not damage it's credibility in any respect.

Bruno Finzi observed that the most important thing to take home from the case is that we are protecting our sailors, even if cheating is not proven on site. As ORC we demonstrated there is a possibility to show that in Rating Systems and Measurement Systems – if you cheat you can get caught. The Jury which was not trained in technical measurement, under evidence provided by back-analysis and calculation, was capable to disqualify somebody under what is provided already by the ORC rule, because our rule says the owner and the crew are responsible to guarantee that the Rating Certificate is according to the boat in the said configuration. I really do not understand the position of World Sailing where they say we did not have the evidence.

Carlos de Beltran, Head of Technical and Offshore, observed that The Jury decision is fairly simple with not a lot of facts found in it, they quote several times talking to the measurer, they don't say what facts found, what the actual measurers said, what the facts found after interviewing the measurers are, so he was not saying it is the measurers only, it was also potentially the way the decision was written. There was no way of tying it to anyone, according to the papers put in front of World Sailing and we did query the Jury Chairman for more information.

Stacey Clark felt that sometimes you have to take these things on, if World Sailing always waits until we are 100% certain that we are going to win, then we will not send out a strong message.

As an observer Eduardo Reechi (Yacht Club Costa Smeralda), highlighted, as mentioned in Andrew McIrvine's letter, that in 2017 the YCCS hosted 172 J/70 at the Worlds. The International Jury together with a technical committee found out that 7 boats clearly out of measurement, they were disqualified, after this no action were taken by Italian Federation or World Sailing. Then YCCS and World Sailing were challenged at the Court of Arbitration for Sport(CAS), where we were obliged to spend \$65,000 in lawyer's fees. I don't know how many clubs can afford to do these things, but we did it because we trust it was correct towards the other competitors at the worlds. After this challenge at CAS we won, together with World Sailing and I would really like to thank Jon Napier for his help and support on this occasion. I have to report that after this, no serious action has been taken. For this reason we do believe in the future we should add a stronger clause in our Notice of Race, because we cannot afford any more situation like this. We do believe that our sport is a self-declared sport and now from time to time we feel that we have to police to find loopholes in other teams that are really at the top level and budget that we cannot compare with. The clubs all around the world should be focussed on organising and delivering the fairest contest for all the competitors but we have to be supported by our federations, if not, this is becoming more difficult. If someone is not playing fair, he should be treated as he deserves.

In response to Andrew McIrvine's letter, Carlos de Beltran reported that: The letter was discussed at The Board meeting in February. The Board tasked him to independently check where the sport could be improved, levels of equipment cheating, and in terms of integrity. He put together an assessment and a set of recommendations and sent it to The Board in May. The Board was happy with the assessment, asked him to create a pathway forward for the September meeting. He came up with 6 action points, two of which related to rating systems:

- i) The first one was just a consideration, not a decision, not a submission:

Should we consider, in light of the combined IRC/ORC Worlds in the Hague, (where there is quite a discrepancy between the two rating system's results, where with the same equipment you can have such different results,) should we look into making a better way forward, or [remove the entitlement of Rating Systems to a World Championship] ?

- ii) The second one was at local level, there is usually a conflict of interest where measurers are tasked to check their own work.

The other action points related to giving measurers the right tools to do the job, making sure the rules including the Notice of Race allow the Jury to pursue the sailors regarding these problems. Other committees have considered these and are changing policies, some are rejecting the premises.

Thomas Nilsson felt we need better communication between the Rating System, Class Association, Yacht Club and World Sailing, if we do not combine our work we will look stupid.

Will Apold felt that we needed a way forward to deal with the issues raised and proposed a working party be formed.

Gary Jobson agreed and suggested that the working party take a look at past cases and the consequent penalties.

As an observer, Richard Slater (Racing Rules Committee) felt that the Racing Rules and Class Rules have the facility to deal with this. He noted that the NACRA 17 case at the 2018 Worlds in Aarhus would be publicised as a model case in dealing with this issue. Personally, he thought that we need officials who are used to taking the next

step and enacting Rule 69 properly. He suggested that the issue was not a Racing Rules matter. At an event, things get done. Look at the MNA and World Sailing issues. Now they have chunked the competitor out of the event, what is the next step? It is more regulations.

Bruno Finzi agreed, the procedure on how you deal with the owner and crew after you get a Racing Rule 69.2 - Action by a Protest Committee, is up to the MNA and World Sailing.

Decision

It was agreed to form a working party to look at how to deal effectively in this situation with the disciplinary powers, procedures and responsibilities of national authorities and World Sailing (that apply via RRS 69.3 as specified in World Sailing Regulation 35 – Disciplinary Code).

- (e) The proposal to question the entitlement to World Championships of Rating Systems was considered.

Bruno Finzi stated that as he had already expressed at 'The Future of Offshore and Keelboat Racing Forum', the Rating Systems are serving a very large community of sailors, it would be a very bad mistake from World Sailing to take away this title from them.

Decision

On a proposal by Stacey Clark that no review is necessary of Rating Systems Entitlement to World Championships, seconded by Will Apold, there was a unanimous vote in favour of the motion.

7. Offshore World Championships

- (a) Offshore World Championship – Mixed Two-handed One Design

Andy Hunt (World Sailing CEO) reported good progress with planning the offshore championships since November last year. We undertook two tender processes:

- i) One for the appointment of an Event Management Partner- that was on the assumption that we were effectively going to outsource the delivery of the event to a private third party, and
- ii) one for the supply of the equipment.

We worked on the definition of the event structure, with private event management companies, it gave insight into the relative merits of different event formats, commercial success, which have informed our thinking. We concluded with The Board earlier this week that we were not going to appoint an Event Management Partner. We are going to work directly with the host city yacht club and we are making good progress on appointing the venue for the first event in weeks 3 or 4 of September 2019.

You will have seen at the Offshore Forum, we also provided details around entry fee, charter fee, access to boats. We have very good commercial interest from right across our community for this event so I think it is going to be very important for us as a sports body moving forward.

Carlos de Beltran reported: We tendered for the supply of the equipment. We were requesting 20 boats, we believe we can fill them with sailors from different countries. We gave a month for bids to be put forward. We had interest from Beneteau to use their Figaro 3, from Dehler to use a 30ft one design announced in July and we had

interest from the L30. The bid asked for a financial proposal, charter fee for the event, charter fee for a training camp, as well as the retail price for the full equipment. Both the Figaro and Dehler were asked for those numbers by the deadline and they both ended up doing an extensive financial assessment and reporting back to us that it was too much of an investment for them. Potentially because the Figaro 3 is around €230,000 per boat, whereas the L30 is nearer €90,000. The Dehler one design is in the vicinity of €115,000. But for Dehler the return of investment for building Hanse for example is better and they were not keen to support this event.

With the L30 [Rodion Luka(UKR) project, designed by Andrej Justin - www.l30class.com] willing to support the event, pre-financed with 20 boats available for training and for the event, that was a good way forward. Several tests, one in Denmark and recently in Lorient that the boat is fit for purpose and able to be sailed shorthanded. We had Volvo Ocean Race sailors Charles Caudrelier, Abby Ehler and Torben Grael sailing in Denmark. There could be deck layout changes, since the boats have not been built yet, the builder is keen to make the necessary suggested deck layout changes to accommodate two-handed sailing. We have also requested a minimum of OSR Category 2 requirements, which means they have to obtain a Plan Review Certificate which is due in the next week, before we actually confirm the appointment and proceed with contracts.

For the 7 day-event itself, they are quoting €8,500 charter fee per boat which includes a spare boat on site and a team of seven shore crew to deal with all the boats and any potential repairs. The concept is similar to the Volvo Ocean race boatyard where the boats are fully serviced. Basically bring your own wet weather gear and your own computer for the routing software.

The training camp will have two offers, one week of seven days at €4,500 or a weekend of three days at €1,800 these will be at a facility where the boats are being, fully serviced. Cost of the boat is €88,000 retail price. Potentially we will try and negotiate MNA packages if you buy one or two, and set up a training camp and where it is available to other MNA sailors.

The manufacturer is keen to set up other training camps, which might have a commercial sponsor or somebody with a business vision to set up a regional two boat training camp.

Stacey Clark questioned: If it is decided that there is going to be an offshore event in the Olympics, how does this fit with that? Because we are going to have more equipment trials, is there a danger that we are going to have this event in one type of boat and then the Olympics in another boat ?

Carlos de Beltran responded that if the Mixed Two-handed Offshore Event is selected for the 2024 Olympics, we will have to run a full selection of equipment trial, obviously we anticipate some more bids coming in and we will select the best equipment that is out there. We are going to put in our contract with the equipment supplier a breakout clause in case the Olympic equipment is different to the Offshore Worlds. We can then align, and make the offshore worlds in the same equipment as the Olympics. We still need to decide what the time frame for that.

Bruno Finzi felt this Committee was not enough consulted in any way about this subject. He believed, when you were talking about Event Management Partner, we have to understand that in this room, around this table, there are people that could be able to help World Sailing to move forward this idea, that were not even consulted and that in his opinion is the most disappointing thing that happened this year. Moving forward, he was personally in favour of an offshore event in the Olympics. What he did not like is what is happening with the L30, with a decision made in a rush, without

consulting any of us regarding the World Championship. I would like also to put around the table the idea, that if the event will be selected by the Olympics, it will be a matter of offshore sailors, more than the equipment. So it is not up to knowing better the equipment, to make it faster around the buoys. It is offshore sailing, so routing, or experience of offshore sailing will be the winning part of the selection for the Olympics. That could be reached in many ways, we have double-handed races under handicap systems that are growing every year and this could be the field where we could grow the crews for the Olympics and then the selection of equipment can come later on.

Andy Hunt responded that in respect of the consultation, when you are working in partnership with private entities, where you are trying to bring together the requirements of both parties it is quite difficult to insert further consultation into that stage. Now we have disengaged from working in a partnership with a private operator, we have much more flexibility to work in consultation with yourselves. It was agreed at last year's committee meeting, that we were going down this event management partner route. We did a lot of that early scoping and shaping of the event prior to going out to tender, but subsequent to that we had to work in partnership with them.

Carlos de Beltran noted that: In respect of the equipment selection, a working party was created, Vice President Gary Jobson, Matt Allen (Oceanic and Offshore) and Murray Jones (Equipment Committee) and they were kept informed of everything as it developed. Since the bid closed at the deadline, we have visited the shipyard, two trial sail sessions of 3 days and 2 days, over a period of two and a half months, plus we have gone through all the bid documentation. We have asked further details on stability and scantlings which are coming this week.

Paddy Boyd wished to support Bruno Finzi's point of view. Submission 108-17 last year that was approved to go forward with the Offshore World Sailing Championships, specifically stated: "The selection of dates, equipment and venue and approval of all arrangements for the Championship will be decided under the supervision of The Board after consultation with the Oceanic and Offshore Committee". There has been no consultation with the Oceanic and Offshore Committee, none whatsoever. This event is a solo run by The Board who have ignored this Committee which has been established under the Constitution to take responsibility for Oceanic and Offshore events within World Sailing. And he just felt is there any point to us being here? Particularly when the event has apparently taken up a lot of the staff time in getting organised and we have just heard at the start of the meeting how the committees are unsupported, or there is not enough staff to support the committees. I am perplexed, should we even bother travelling to World Sailing meetings if this is the kind of ignoring of a submission that specifically stated this committee should be consulted.

Gary Jobson felt that the point is well taken, and there is a lot of expertise around this table and with the Congress yesterday that certainly should be consulted. The fact that the partnership with the group that Andy Hunt references has ceased, certainly opens the door, for exactly what you say, consult back and forth on these various issues so we don't have this problem again.

Matt Allen concluded that there is a broadly held view that we now need to start the communication process with this committee going forward, so let's look forward on this issue. As he often said 99 times out of 100, the problem is communications issues, so let's see if we can get that right going forward.

(b) World Championship – Rating Systems

As an observer Eddie Warden Owen requested clarification on what World Sailing would approve as the title of the 2020 IRC/ORC combined Worlds. Noting that World

Sailing had originally asked that the 2018 The Hague event should not be called 'Offshore Worlds 2018'.

Carlos de Beltran responded that ORC/IRC should write to the Executive Office to seek confirmation of their proposed event title.

8. Keelboat 'Champion of Champions' Championship

Andy Hunt, CEO gave an update on the establishment of a 'Champion of Champions' event open to the defending World Champions of all World Sailing Keelboat Classes to promote keelboat sailing worldwide.

We went out to tender for the Keel Boat World championships in May or June, we had a number of discussions with interested parties. There was some difficulty in the minds of potential hosts of really getting their head around the product which was originally proposed by the World Sailing Classes Committee. We ended up with no bidders. The Board took the decision to postpone. We subsequently met with the Classes Committee Working party in the last few days and we are now seeking to consent for them to be able to host an initial Keelboat World championship title in 2019, likely to be in China. It will not be a World Sailing Event as such. It will be a classes' keelboat world championship, in effect we will provide the title. It will not have the full constraints around it, that we have obviously with the offshore world championship as a fully integrated World Sailing event. Discussions are ongoing on that topic as we speak.

Thomas Nilsen questioned: At The Future of Offshore and Keelboat Racing Forum there was this presentation on the League Sailing, can it be that they are introducing something called World Sailing Champions League, is this something they are doing on their own? Is it something they are doing with World Sailing?

Andy Hunt replied the Sailing League are not an official World Sailing event, they are not a World Sailing Special Event, there is no endorsement from World Sailing to anything they are doing. Parties cannot use the term World Sailing and if it is used, in true life it will be stopped.

9. Equipment Rules of Sailing

Submissions were noted from the Chairman of the Equipment Committee

- (a) To note submission 112-18 regarding ERS F.1.4(c)(ii) Bumpkin.

Opinion: Approve

- (b) To note submission 113-18 regarding ERS E.1.2(l & m) Foil & Wing.

Opinion: Reject

- (c) To note submission 114-18 regarding new ERS F.2.3(e) Mast Spar Weight.

Opinion: Approve with the following amendment:

Move from F.2.3 to F.1.3

- (d) To note submission 115-18 regarding ERS F.2.3(r) Mast Tip Weight.

Opinion: Approve

- (e) To note submission 116-18 regarding ERS F.1.4(d)(i) Spinnaker Pole

Opinion: Defer

- (f) To note submission 117-18 regarding ERS F.1.4 and F.1.5 Spreader.

Opinion: Approve with the following amendment:

Use 'standing rigging' instead of 'rigging' in F.1.5.

- (g) To note submission 118-18 regarding ERS definition C.6.4 j) List Angle.

Opinion: Approve

- (h) To note submission 119-18 regarding ERS F.1.4(d)(vii) Jockey Pole.

Opinion: Defer

- (i) To note submission 120-18 regarding ERS definition C.7 Modification, Maintenance and Repair.

Opinion: Approve with the following amendment:

C.7.1 delete 'fitting' – insert 'component(s) such as backing plates'

- (j) To note submission 121-18 regarding ERS F.1.4(c)(iv) Outtrigger.

Opinion: Approve

- (k) To note submission 122-18 regarding ERS G.1.3 (f) Spinnaker & (d) Headsail.

Opinion: Defer

- (l) To note submission 123-18 regarding ERS Introduction - Terminology.

Opinion: Approve with the following amendment:

Change 'other tense of word' to 'other forms of the verb'

10. Racing Rules of Sailing

- (a) The following submissions were noted:

- i) RRS 49 Crew Position; Lifelines

Submission 166-18 was received from the IRC and ORC Rating Systems to delete: "sitting on the deck" from RRS 49.2.

Jason Smithwick (IRC) noted that IRC had changed their rules earlier in the year to harmonise with the ORC Rule on this matter. (Which was needed because yachts were competing in the ORC/IRC Worlds under dual scoring).

Richard Slater advised that the Racing Rules Committee at their meeting on the previous day had decided to retain the word "sitting" to avoid unusual crew postures.

Jason Smithwick did not consider retaining 'sitting' as a friendly amendment to the submission. He considered the potential scenarios raising Racing Rules Committee's concern as hypothetical.

It was noted that this year, the final decisions on submissions relating to Racing Rules are made by the Racing Rules Committee and not addressed by Council.

Bruno Finzi advised that IRC and ORC would come back next year with a submission.

Recommendation to Council: No Opinion

- ii) RRS 41 Outside Help – Case

Submission 203-18 from Danish Sailing Association, Real Federacion Española de Vela, and Royal Yachting Association to provide an RRS Case that interprets

whether a race committee member is an interested source for the purpose of RRS 41 - Outside Help.

As an observer, Phil Lawrence (Volvo Ocean Race) introduced the submission with an explanation of the incident involving the Volvo Ocean Race office:

- the Race Committee noticed that a boat was on collision course with a reef and emailed the following to the boat's skipper and navigator:
- "Just so I can relax a bit here in the Race Committee, tell me you are happy with your course in relation to Nerues Reef on Landsdown Bank. The Australian charts have the reef extending to 160 35E which is further east than the C-Map charts show."
- As a result, the boat changed course to avoid the possibility of hitting a reef, which added to the distance she sailed.

Question 1: Did this constitute outside help in breach of RRS 41?...

As an observer, Bernard Bonneau reported that the previous day, the Racing Rules Committee had not approved the submission, as the case must be more general and worded not to place any obligation on the race committee.

Paddy Boyd questioned whether by not approving the case, we were not taking away the right of a Race Committee to give help?

Recommendation to Council: No Opinion

iii) RRS Part 8 – Equipment

Submission 179-18 from the Chairman of the Racing Rules Committee to create a new Part 8- Equipment, to concentrate the equipment related rules in a designated section of the Racing Rules of Sailing.

The Committee were advised that the Racing Rules Committee had rejected this submission at their meeting. The intention is to return with a new submission on the table next year, but moving the equipment-related items to Part 4.

Paddy Boyd noted that the proposed text in 101.2 should refer to Rule 101.1(b).

Recommendation to Council: No Opinion

- (b) The request for interpretation was noted from IRC Rating System:

RRS 50.3 Use of Outriggers and ERS F.1.4(d)(ii) Whisker Pole

11. Offshore Special Regulations

In accordance with World Sailing 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 highlighted that a consequence of the reduction in Committee members is that with 4 not able to attend, there was only 4 attending the meeting.
- (b) Recommendations were received from the Offshore Special Regulations Sub-committee on 'SR' submissions

The following Submissions were withdrawn:

SR02-18 OSR 3.23 Emergency Pumps

SR08-18 Omissions and Amendments– Sail Canada

Submission SR04-18 was deferred regarding Liferaft stowage

The submissions for approval, as amended in the circulated recommendations from the Special Regulations Sub-committee (effective 1 January 2018) are:

SR01-18 OSR 3.08 Hatches & Companionways

SR05-18 OSR 4.21 Grab Bags

SR07-18 OSR Appendix G -Training – It was highlighted that Part D remains, and the re-write related to Parts A, B and C.

On a proposal by Will Apold, seconded by Bruno Finzi, the submissions as amended by Special Regulations Sub-committee were unanimously approved.

12. Reports & Opinions of Special Regulations Sub-committee

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

(a) Keel Failure – In-Build Validation (IBV)

The working party to guide the process forward is: Glen Stanaway, Will Apold, James Dadd, Boris Hepp, Roy van Aller and Nicola Sironi.

It was noted that a meeting had been held in July with some Notified Bodies (NB) involved in the World Sailing Plan Review Scheme. The conclusion is that In-Build Validation of new keels would be a natural extension of the current Plan Review Scheme. The Notified Bodies are key stakeholders and their involvement is paramount to finding a cost effective approach.

The proposed IBV process can be summarised as:

- Additional documentation
- Approved Documentation by NB, instructing test requirements
- Inspections or evidence of Production to satisfaction of NB
- Installation to satisfaction of NB
- Certificate of Plan Review with IBV

The additional documentation would include a Build Review + Hold Point+Declaration, Keel Production Inspection, NDT Inspection, and Keel Installation Inspection.

A Matrix of IBV Checks required had been developed at the meeting with Notified Bodies. It had been agreed that all fixed keels of cast iron or lead and forged steel with a high safety factor (as per ISO Standard) would only need additional documentation.

Glen Stanaway noted that there are some vagaries on the horizon, such as the timescale as to when the Head of Technical and Offshore will be replaced and skill sets. The IBV proposal should go out to the marine industry for public comment. The aim is to have a submission in place for November 2019.

Bruno Finzi questioned how records of changing keels would be made and what process is to be followed?

It was noted that new keel designs should be submitted to the Notified Body and the World Sailing Certificates of Plan Review are updated

- (b) A report was received from the Executive Office highlighting known incidents that have occurred during races in the past year.

13. World Sailing Regulation 10

Regulation 10. World Sailing Class Associations

10.4 World Championships for World Sailing Classes – (b) Participation levels

Submission 110-18 was noted from International 6 Metre Class Association, International One Design Class Association and the Chairman of the World Sailing Classes Committee, regarding Participation Requirements for Large Keelboats – Regulation 10.4(b).

There was some concern that the consequence of reducing minimum numbers in large boats resulted in a World Championship awarded with very few competing boats.

Several amendments had been proposed, it was noted that the Constitution Committee consider these substantial and cannot be rectified. It was recommended to come back with a new submission next year.

Opinion: No Opinion

14. World Sailing Sailor Classification Code

- (a) A report was received from Tom Rinda, Chairman of the Classification Commission.

The regular October meeting of the Commission had been postponed until February 2018.

Classification support and regatta reviews were held for the 2018 Newport Bermuda Race, Melges 24 Worlds and Europeans, ORC/IRC Worlds and ORC Europeans, the New York Yacht Club Resolute Cup, Rolex Swan Cup, J 70 Worlds and numerous J Boats classes including a new J70 Corinthian event. Other classes continue to draw on our support including the Farr 40 Worlds, North Americans and Europeans, Sydney 38 and M38 in Australia as well as J 111 and Beneteau 36.7 classes in the USA.

Two Changes to Regulation 22 were discussed and a Submission 017-18 encompassing these was proposed on our behalf by the Board.

1. A change in the Classification Code to reduce the minimum age with an exemption for Group 3 activity less than 100 days in the previous two years from 24 to 22 years.
 2. An addition to the Classification Code which will make any form of paid coaching a Group 3 activity
- (b) Submission 009-18 was noted from the Chairman of the Para World Sailing Committee to change the terminology from 'Classification' to 'Group Designation'.

Opinion: No Opinion

- (c) Submission 017-18 was noted from The Board on behalf of the Classification Commission regarding 1) 22.2.2, coaching and 2) 22.2.1 (b)(ii) lowering age limit.

Opinion: Approve

15. Oceanic Concordat

The minutes were noted of the meeting of World Sailing Major Oceanic Event Organisers held in Paris on 7 December 2017. It was noted that Christophe Gaumont is the Chairman of the Major Oceanic Event Organisers meetings and that the next meeting will be on 13 December 2018.

16. World Sailing Speed Record Council

The World Sailing Speed Record Council (WSSRC) annual report from Chairman Claude Breton was received. Numerous records had been achieved during the year but in particular the offshore achievements of Francois Gabart on 'MACIF' in setting a new solo around the world record of 42 days 16 hours was highlighted.

17. International Regulations Commission

Stuart Carruthers Chairman of the International Regulations Commission reported on the work of the Commission and on its meeting earlier in the conference. (see International Regulations Commission minutes).

In particular he highlighted two upcoming issues:

- (a) Transfer of invasive species on the fouling of hulls v effective permitted anti-fouling coatings
- (b) Validation of the new ISO 12215-5 Design pressures for monohulls, design stresses, scantlings determination.

Will Apold proposed a vote of thanks to Stuart Carruthers for his hard work on these regulatory issues.

18. Future Working Parties

To consider the formation of new working parties:

- (a) Navigation Lights – IRPCAS - RRS 48.1

A paper was received from Stan Honey proposing that the Oceanic and Offshore Committee and International Regulations Commission should consider setting up a working party on navigation lights.

As part of a recent project with the Volvo Ocean Race, Rear Admiral Chris Oxenbould, Stan Honey and Chuck Hawley had established some facts regarding Annex 1 of the International Regulations for Preventing Collisions at Sea (IRPCAS/COLREGS).

Chuck Hawley presented the Volvo project findings, possible recommendations, training and education issues.

Decision

It was unanimously agreed to form a Working Party on Navigation Lights.

[Note: Subsequent to the meeting the working party is confirmed as: Rear Admiral Chris Oxenbould (Chairman), Stuart Carruthers (Vice Chairman), Stan Honey and Chuck Hawley.]

- (b) Traffic Separation Schemes (TSS) – RRS 48.2

A paper was received from Stan Honey proposing that the Oceanic and Offshore Committee should consider setting up a working party on Traffic Separation Schemes(TSS) . The proposal is that the working party suggest a few standard ways for event organizing authorities to handle TSS.

Phil Lawrence (Race Director -Volvo Ocean Race) noted that the race allowed yachts to enter a TSS lane and the organisers would only protest a yacht if it was impeding a commercial vessel. [At the Safety Forum the previous day, he had shown images of the Volvo 65s gybing repeatedly downwind through the narrow TSS at the Straights of Gibraltar in close cooperation with the Tarifa VTS.]

Stuart Carruthers noted for clarity that the TSS referred to are IMO-Approved TSS and not local arrangements casually referred to as TSS.

As an observer, Eddie Warden Owen (RORC-CEO) noted that RORC defines TSS areas as exclusion zones that yachts are not allowed to sail in.

Paddy Boyd felt that the COLREGS had stood the test of time, faster larger yachts are now bringing issues into question. He would be concerned if in the future rules were developed that were not applicable to all offshore yachts.

Decision

On a vote of 8 in favour and 4 abstentions it was agreed to form a Working Party on Traffic Separation Schemes.

[Note: Subsequent to the meeting the working party is confirmed as: Stan Honey (Chairman), Matt Allen, Bernard Bonneau, Stuart Carruthers, Stefan Kuntsmann, Rear Admiral Chris Oxenbould, Dick Rose, and Richard Slater.]

- (c) Racing Rule of Sailing 62.1 – Redress.

It was noted that Submission 168-18 proposed to remove or reduce the possibility of giving redress.

The Racing Rule Committee members attending this meeting advised that the submission 168-18 had been rejected at previous day's Racing Rules meeting.

19. Any Other Business

- (a) Submission 037-18 2024 Olympic Sailing Competition – Mixed Two Person Keelboat Offshore Event

Gary Jobson co-ordinated a discussion of the positive aspects for incorporating in the 2024 Olympic Sailing Competition a mixed two person keelboat offshore event. The summary is attached as Appendix 1.

Opinion: Approve with the following amendment:

The Oceanic and Offshore committee enthusiastically supports submission 037-18 and looks forward to being involved in developing an exciting offshore event that will be universal, sustainable and financially accessible to all MNAs.

- (b) Submission 058-18 2024 Olympic Events and Equipment

Opinion: Did not discuss

- (c) Conference Forums

Forum 1- Safety in Sailing, Forum 2 The Future of Offshore and Keelboat Racing

The Chairman noted that it was a broadly held view that the committee were surprised regarding the two Forums held during the Conference, both in the schedule and the presenters and that communication should be improved.

There being no further business at 1634 the meeting was adjourned with the Chairman thanking Carlos de Beltran for his work as Head of Technical and Offshore for the past 16 months.

Oceanic and Offshore Committee Minutes(cont.)

Nov. 1, 2018

Offshore & Oceanic Committee

Gary Jobson, World Sailing Board Member

Appendix 1 – DRAFT Case for Offshore Event in the Olympics

The Offshore & Oceanic Committee enthusiastically supports Submission 037-18 and looks forward to being involved in developing an exciting offshore event that will be universal, sustainable and financially accessible to all MNAs. This motion was approved - unanimously.

There are several issues that were addressed during the Committee's discussion:

1. Universality

Over 50 countries host Offshore Races throughout the world.

All six continents should qualify for the Olympic Games competition.

More than 50% of all sailors participate in Offshore Keelboat Racing worldwide.

2. Funding

The fleet of race boats used in the Olympics will be "provided" equipment.

Qualification Regattas will be conducted in existing fleets of boats.

Fleets of identical boats are available from yacht clubs, universities, charter companies, sailing schools, public sailing programs, and manufacturers.

Attractive event for sponsors - note: Vendee Globe, Volvo Ocean Race, and many Offshore races.

Will attract interest from motivated Offshore Yacht owners.

Opportunity for training clinics for Offshore sailing using fleets of boats.

Providing a specific type of boat exclusively for the Games might be considered.

3. Sustainability

Offshore sailing provides an opportunity to showcase the practice of sustainability in the sport of sailing. An Offshore Olympic sailing event will extend this practice, and set an example for all outdoor sports to follow.

4. Qualification

Olympic qualifying Regattas will be conducted in different countries and regions of the world. Qualifying events will be included at combined Olympic Class Regattas in provided boats.

5. Security and safety

At all Olympic venues there is a priority on security for all athletes and officials.

Historically, there has been abundant Naval and Harbor patrol craft to provide security.

Oceanic and Offshore Committee Minutes(cont.)

The race committee will provide exclusion zones at the start, turning marks and the finish line. All boats will have tracking and communications on board to assist if there are any safety or security issues.

6. Offshore & Oceanic Committee will use it's expertise to develop the format, safety requirements for the Olympic Regatta, qualification series, and training events. The committee is also available to help select equipment and recruit fleets of boats at venues worldwide.

7. Benefits

Will attract sailors who have not traditionally raced Olympic Classes. Super star sailors from major ocean races will be inspired to compete.
Athletes will be able to include a wide range of size and ages.
Provide a unique platform for broadcast partners. Viewers and race fans will be able to follow the race boats 24 hours a day in all time zones.
A continuous race of 2-3 days will be unique in all Olympic sports.
These races will allow host countries to show their coastlines on the television and internet broadcasts.
With the credibility of being an Olympic event sailing organizations and yachts will be inspired to acquire fleets of boats for competition, training, and recreation.
The mixed double-handed Offshore event is in keeping with gender-equity.
There will be opportunity for race fans to compete on the computer against the racers. This has proven to be very popular in the Volvo Ocean Race, where over 100,000 people race against the actual competitors who sailing on the race course.
The Games in 2024 will be held in France, which demonstrates huge interest in Offshore sailing.

Event Format Discussion

The Offshore & Oceanic Committee discussed several ideas for future consideration:

- A. Showcase boats, and competitors along prominent points of land for easy spectator viewing.
- B. Limit electronic equipment and shore-side communication to put emphasis on on the skill of the sailor on sailing and navigation.
- C. Boats should include in-board engine, head, and proper offshore safety equipment.
The long distance race would be Category II
- D. Favor using athletes that qualify specifically for Offshore Race
- E. Consider whether the Medals should be awarded for one one race of 400-500 miles or a combination of one long race (250-300) miles plus 2 in-shore races.
