

The Oceanic and Offshore Committee met at 09:30 – 18:15 hours
on Thursday 31 October 2019 at the Fairmont Southampton, Bermuda

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

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Present:

Stan Honey(USA) –Chairman	Christophe Gaumont (FRA)
Matt Allen (AUS) – Vice Chairman	Jose Frers (ARG)
Will Apold (CAN) (Special Regulations SC)	Noboru Kobayashi (JPN)
Paddy Boyd (IRL)	Thomas Nilsson (NOR)
Stuart Carruthers (International Regulations)	Tom Rinda (Classification Commission)
Stacey Clark (GBR)	Wolfgang Schaefer (GER)
Bruno Finzi (ITA)	

Apologies:

Selma Altay Rodopman (TUR)

Also in Attendance:

Jaime Navarro (Head of Technical & Offshore) (in Part)	Gary Jobson – (Vice-President)
Simon Forbes (Technical & Offshore Manager)	Hendrik Plate (Technical Specialist)

1. Opening of the Meeting

(a) Welcome

The Chairman welcomed the Committee Members and Observers to the meeting.

(b) Apologies for absence

Apologies for absence were received from Selma Altay Rodopman.

(c) Declaration of Conflicts of Interest

The Committee members declared their conflicts of interest.

2. Minutes of the Previous Meeting

(d) Minutes

The minutes were noted of the Oceanic and Offshore Committee meeting of 1 November 2018.

(b) Minutes Matters Arising

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

3. Chairman's Report

Stan Honey's report submitted to Council on the Committee's activity during the year was noted.

4. Working Parties

(c) Universal Measurement System

A report from Jason Smithwick and Zoran Grubisa was received.

It was noted that the goal of the UMS project is to separate "measurement" from "rating calculation" and to establish an agreed-upon common set of measurements and measurement processes to be used by any World-Sailing Recognized or International Rating System.

Due to the combined IRC/ORC Worlds in 2020, there is a pressing necessity for ORC and IRC to continue working on the UMS and on their rules to align the definitions and measurement methods as much as possible.

The background for future technical cooperation has the following targets:

Set up a combined ORC and IRC boat measurement database that shall be available to both ORC and IRC rating systems. The database will contain measurement data for any measured boat that may be used by both rating systems.

Standardisation of identifying boat designs and variations with a naming convention.

Standardisation of measurement data for one design certificates.

This may result in producing one rating certificate for both rating systems showing the same measurement data with different rating options.

Stan Honey requested that Jason Smithwick draft a submission for 2020 to amend Regulation 12 regarding 'obtaining designation as an International or Recognized Rating System' so that any new rating system must use UMS Measurements.

In order for that new regulation to make sense the UMS must evolve to be able to be formally adopted by World Sailing.

Bruno Finzi said it was no surprise that he only wanted one rating rule, and that the regulations should close the door on new rating systems, and he would be happy to draft the new regulation.

Stan Honey said that his concern was that there had been 25 rating systems through the years that he could recall. Those 25 rules were introduced and eventually replaced sometimes for technical reasons but often just because sailors wanted something new. He remained open-minded to Bruno's approach of settling on just one rule, but he wasn't confident that one rule would last forever given the trend over the last 200

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years. On the other hand, all boats should be measured the same, and if they are, then if rules do evolve in the future, owners would still be able to get certificates to race their boats anywhere in the world without re-measurement.

(b) Navigation Lights – IRPCAS - RRS 48.1 – OSR 3.27

i) Working Paper

A working paper was received on the suitability of the rules for lights for modern yachts from the working party of Chris Oxenbould – Chair, Stuart Carruthers, Will Apold, Chuck Hawley, Stan Honey.

Stan Honey noted the paper addressed issues that were initially raised by the incident in the last Volvo Ocean Race off Hong Kong. The following issues in the current COLREGS relating to yachts over 20m were highlighted:

- Shield boards should not be required when using modern lights
- Side lights when motoring are currently required to be abaft the mast, which makes them vulnerable to being hit by clew rings when under sail
- Yachts over 20m that choose to carry their sidelights and/or stern light on the masthead require three independent lights at the masthead as opposed to modern tricolour fixtures which are widely available.

Also highlighted were the value of running two sets of navigation lights at the same time if it makes the boat more visible in congested waters. Similarly, the use of a flashing light at the masthead, in addition to navigation lights, permitted under the rules and is of value in certain situations to attract attention.

ii) Submission 165-19

Submission 165-19 was noted to amend RRS 48.1 to delete: 'When safety requires' and insert: 'When so equipped'.

The change addresses a possible interpretation of the RRS that navigation lights do not need to be displayed if not required for safety. The RRS cannot change the IRPCAS and so should not seek to do so.

On a proposal by Wolfgang Schaefer, seconded by Matt Allen there was a unanimous vote of support.

Opinion: Approve

Racing Rules Committee Decision: Approve

iii) Special Regulations Submission SR04-19

Submission SR04-19 was noted to amend OSR 3.27 Navigation Lights.

It was noted that Special Regulations Sub-committee recommended approval.

On a proposal by Will Apold, seconded by Bruno Finzi there was a unanimous vote of approval.

iv) A draft letter was noted from World Sailing to the International Maritime Organisation recommending updates to the COLREGS for the IMO to consider as part of their next routine update.

On a proposal by Paddy Boyd, seconded by Matt Allen it was voted unanimously to send the letter to IMO.

There was a round of applause for Chris Oxenbould on his work on the comprehensive paper.

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(c) Traffic Separation Schemes (TSS) – RRS 48.2 and Appendix TS

It was noted that the working party on Traffic Separation Schemes(TSS) had developed Submission 166-19. The working party members were: Stan Honey (Chairman), Matt Allen, Bernard Bonneau, Stuart Carruthers, Stefan Kuntsmann, Rear Admiral Chris Oxenbould, Dick Rose, Richard Slater, Peter Isler, Michael Moradzadeh, and Andy Newell. Several ship captains and ship pilots also contributed.

Submission 166-19 – RRS 48.2 and New Appendix TS

New Appendix TS provides three options and suggests wording for the Notice of Race such as : “ Appendix TS, Section A [or B or C] applies to the following TSS

On a proposal by Tom Rinda, seconded by Bruno Finzi there was a unanimous vote of approval.

Opinion: Approve

Racing Rules Committee Decision: Approve with the following amendment

See appended file ‘166-19 edited.docx’

5. Reports from Rating Systems

Reports were received from the International / Recognized Rating Systems:

(d) 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 8 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 43 countries.

At the end of 2018 there were 10196 certificates issued to 8626 boats and by the end of September 2019 there were 9500 certificates issued to 8450 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.

The 2019 ORC World Championship was a successful event held in Sibenik, Croatia attracting 109 entries from 17 countries, and the 2019 ORC European Championship was another successful event held in Oxelosund, Sweden with 70 entries from 7 countries. 22 countries held ORC National Championship regattas in 2019, an increase of 50% from 2017

The principal 2020 organised ORC Championships to be held are:

- the combined use of ORC and IRC ratings at the 2020 ORC/IRC World Championship to be held in 25 September – 3 October 2020 at New York Yacht Club in Newport USA, the first World Championship in the USA in 20 years.
- The 2020 European ORC Championships will be part of Rolex Capri Sailing Week in Naples and Capri ITA and held over 15 – 23 May, and the 2020 ORC Sportboat European Championship will be held over 17-23 August in Istanbul, Turkey.

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26 Submissions have been received this year from 7 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 was 4497. RORC Rating Office has rated 2861 boats (new applications, revalidations, single event ratings) and UNCL rated 1636 boats.

The 2019 IRC European Championship was held in San Remo attracting 40 boats.

The Fastnet race featured 330 boats racing under IRC in 6 Classes, including 63 in IRC Two handed Class. The Maxi Rolex Cup saw 44 boats racing under IRC.

The next IRC European Championship will be held in in 2020 during Cork Week in July and including the 'Cork 300' – the Royal Cork Yacht Club (IRL).

Rating changes for 2020 in the following areas:

- Whisker Poles
- Canting Keels and Water Ballast
- Bulb weight

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

As a courtesy given its use in the Bermuda Race (the site of the conference) the Chairman invited John Horton to give an update from ORR which is not a World Sailing Recognised Rating System.

ORR was founded by the organisers of the Transpac, Chicago Mac and Bermuda Race Organising Authorities in 2005.

In 2019 ORR has fully measured boats in Mexico, Bermuda and USA. ORR_{EZ} is simpler using common hull files.

As an overview John Horton estimated that there were 5,000 boats racing in North America under PHRF, and 1,445 racing under IRC, ORC and ORR combined.

6. 2024 Olympic Sailing Competition

Mixed Two Person Keelboat Offshore

i) Mid-Year Council minute 9

Mid-Year Council minute 9 was noted regarding submission M01-19 and Regulation 23. Council approved the submission which amended Regulation 23.1.9 and would enable the selection of equipment at a later date than other Olympic Equipment.

ii) Submission 043-19

Submission 043-19 was noted regarding Regulation 23.1.9 from Chairs of Equipment Committee and Oceanic and Offshore Committee. The submission proposed to amend Regulation 23.1.9 so that decisions on the mixed two-person

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keelboat equipment could be made at later dates than applied to the other Olympic events. By the end of 2020 Council would approve the criteria applicable to equipment usable in qualification events, and a second set of criteria that equipment for the Olympic event would meet. Finally, the Council would approve by the end of 2023 the equipment to be used in the Olympic Event. The reason for the two sets of criteria, is that the criteria for qualification events could be more inclusive of a wider range of boats.

Stacey Clark highlighted that the Committee needed to recognize how fundamentally different this process would be to the other Olympic Events, where the equipment is selected earlier and subsequently reference is just made to the equipment/class. So can we have World Rankings?, and if so how are we going to do that? How are the sailors going to build their profile and their ability to generate funding ?

The Chairman agreed it was an important point and acknowledged that there were countries with well-funded Olympic campaigns who say: “just tell me what the boat is so that we can get on with it.” The plan is for the Olympic, double-handed offshore event to be structured around the discipline of double-handed offshore racing. It is not structured around a particular boat.

On a proposal by Paddy Boyd, seconded by Matt Allen, there was a unanimous vote to approve.

Opinion: Approve

Council Decision: Approved

- iii) Discussion on the Equipment for the 2024 Mixed Two Person Keelboat Offshore and qualifier events.

Alastair Fox, Director of Events, summarised, the Mixed Two Person Keelboat Offshore is going to be an event in the 2024 Paris Olympics to be sailed off Marseilles. In terms of detail there are no decisions. In November 2018 there was the Council ‘U-turn’ between the mixed one-person dinghy and the offshore event. Following the May 2018 Council decisions, the IOC were not expecting an Offshore event, and then a few months later, offshore was back as a World Sailing decision.

After November 2018, early discussions were spent reassuring the IOC, Olympic Broadcasters (OBS) and Paris 2024 organisers that an offshore event could work. Some of our own community were saying it is not going to be safe, it is not going to be possible to be a secure event in an Olympic kind of environment, it’s too expensive to broadcast.

At the end of 2018, early 2019, four working groups (Format, Broadcast, Equipment and Qualification) developed a high-level concept that the IOC and all other partners were comfortable with. In particular he thanked Christophe Gaumont who had arranged a meeting with an Admiral of the French Navy Mediterranean Fleet who explained how he had all of the resources available to him and would focus on delivering a secure event. He was confident that the French Navy could effectively monitor the fleet and keep them safe.

All International Federations will complete an IOC questionnaire between November and February 2020, that lists all of the changes that are being requested between the Tokyo 2020 and Paris 2024 Olympic Games. This will include setting out the concept and how the offshore event will work. He considered that there was enough information for the IOC to take this forward. The IOC Program Commission will then conduct a review process between February

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and September 2020. The IOC Executive board will then sign-off on all International Federation events – effectively the Paris 2024 Events Program in December 2020. World Sailing will not know in absolute terms what our event program is until December 2020 or what the quotas of competitors will be.

A lot of decisions can only be made in terms of what we think will happen. The Events Committee are getting into the detail of what Paris 2024 will look like from a schedule, format and quota point of view which are inter-linked issues. The numbers in the kiteboard fleet will have an impact on the number of boats we might have in the offshore event. The Events Committee recognises that the offshore event should be open to as many countries and continents as possible but the maximum quota that is likely to be allocated would be 19 boats, which will ultimately be decided by Council.

Olympic Qualification – the World Sailing standard procedure has been to use the combined Olympic equipment 'World Sailing Championship' as the qualification for a significant proportion of the quota. This will next be held in The Hague(NED) in 2022. The local event organisers have ambitious plans to host an offshore event, whether that event is one of the qualifiers or if a system of local continental qualifiers is preferred needs to be fed back into the Events Committee so that they can make a decision as a whole on the implementation of the Qualification System.

Matt Allen stressed the importance in getting enough boats in the event, so that continental qualification could permit emerging nations to qualify.

On the equipment side, there are no decisions yet on what the equipment is going to be and this committee together with the Equipment Committee will shape what happens.

In the course of discussions for the Offshore Worlds, qualifiers and looking ahead to the Olympic Games, World Sailing have engaged with various boat manufacturers. Rodion Luka and his L30 is the boat for the Offshore Worlds 2020 and 2021. We have also had discussions with J/Boats, Dehler, Jeanneau and Beneteau to determine how they can contribute to the overall growth of mixed two-person offshore sailing. We are at the beginning of these discussions so if you have ways of reaching into various parts of the world and can help identify what would enable as many countries as possible to get involved in this event, he wanted to hear from you.

Bruno Finzi noted that this event was most criticised by MNAs on the issue of cost. The strategy of qualification events should take this into account and consider that existing boats, rating system tools and events can be used without additional cost. He noted that the decision to run the Olympics in a one design boat was not challenged, but the selection of that boat is still several years away. In the meantime he recommended that MNAs can move forward in identifying the best mixed gender offshore crews. He felt they should join existing events in a double handed class racing under Rating Systems.

Wolfgang Schaefer asked for more clarity on the length of race and had seen 24 hours up to 5 days mentioned, which in his opinion required a different crew profile and it was important for MNAs trying to create a pool of talented sailors for this event.

The Chairman noted that Offshore Double-Handed events were springing up all around the world and that there was growing momentum. He felt the whole Committee agree that the Olympic Event will be in One Design equipment and the race should be long enough to be a test of offshore skills and not be a sprint.

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iv) May 2019 Equipment Committee Item 4(b)(iv)

The May 2019 Equipment Committee discussion paper Item 4(b)(iv) was noted Dina Kowalshyn summarised that the next stage of work is to draft and circulate a Request for Information from boat manufacturers. This request would outline the proposed criteria and ask manufacturers to respond with what they have available. The Chairman highlighted his thoughts on items in the discussion paper which needed a final decision:

- Boat Length - 6-10m, but frankly the bottom end was set at 6m because we did not want to exclude the Mini Transats. But as a practical matter [OSR Category 2 Stability] we are talking 8-10, probably 8-11m.
- Fixed Keel, not-canting, non-foiling. The reason for this is to reflect the kind of sailing that half the sailors in the world do. We don't want an extreme boat, it should be sellable after the Olympics and competitive in a fleet of rating system boats. As foil-equipped boats become common they could be considered.
- One absolute requirement for the Olympic boat is compliance with Offshore Special Regulation Category 2 which includes a Certificate of Plan Review.
- Propulsion System, changes approved to OSR may enable electric propulsion to be a possibility. It is not essential but it would be a plus for the message it sends and it would not be bad to have that much electric energy storage for the media system.

He noted that there are a couple of areas with a question mark:

- Autopilot – his personal opinion was to lean towards no autopilot. He did not feel it would be unsafe, and several people had felt it would be bad to show a boat sailing along in the Olympics with nobody steering. An autopilot with compass-only steering mode could be considered.
- Weather Routing - anything up to the preparatory signal would be legal, but not the use of routing software like Deckman, Adrena or GRIB files. One concept is that weather data would be limited to voice VHF weather, with appropriate translations available.

No Redress – this is an important concept that captures the culture of the offshore sailing discipline in our sport. You are assigned your boat by lottery a week before the start. You then have to inspect the boat, find any problems in advance, and look after your boat during the race to avoid breakdowns. If you break your boat, you cannot win.

Christophe Gaumont requested clarification of what is a 'foiling boat' ? Is it a flying boat or floating boat with appendages?

The Chairman felt that a foiling boat was a boat with a foil that would provide lift. A Figaro 3 would need to be a version without the foils. The reason is that this event should reflect the kind of sailing that half the sailors in the world do. As foiling boats become more common, then they could be considered.

Paddy Boyd questioned what the view was on water ballast?

The Chairman felt that was open and depends on the specific design.

On the event side: The Chairman thought the number of boats we want are 18 or 19. One race. 3 days 2 nights is the duration of the race, although there have been discussions of 4 days 3 nights. On the water jury so the first boat back into the

harbour gets the Gold Medal. Dynamic marks, if nobody is yet on a leg of the course then you can change the mark, this is important to be able to control the duration and finish time. We will continue to get criticism – what if it is too light or too heavy. This is an offshore event in the real world. We race in the conditions that are present, as offshore sailors always have.

7. Offshore World Championships 2020

- (a) World Sailing Offshore World Championship – L30 One Design – Malta October 2020
- i) The World Sailing press release dated 12 March was noted, in which it was announced that the inaugural edition of the World Sailing's Offshore World Championship would be held in October 2020 from Valetta, Malta alongside the Rolex Middle Sea Race. The 26 March 2019 release was noted which announced that the L30, a 30-foot one design keel boat had been selected as the supplied equipment for the event.
 - ii) Alastair Fox, Director of Events summarised that in November 2017 the Board had put forward a proposal for a World Sailing Offshore Championship in a one design sailed by mixed two-person crew. Council had approved the submission. Subsequently in November 2018, Council agreed to include a Mixed Two Person Keelboat Offshore Event in the 2024 Olympic Competition. As the World Championship originated first, that is why a lot of the decisions made to date have been controlled by The Board, who took some implementing actions initially to get the whole thing started.

The boats are organised, and the venue in place. The Notice of Race, and the Qualification System need to be published. There is a draft schedule agreed with the L30 builder and the Royal Malta Yacht Club in terms of getting the boats to Malta and offering plenty of opportunity for the teams to train on the boats before the race.

As an observer, Andrew McIrvine's view was that there can be times when there is very little wind in the Middle Sea Race or it can be very windy, in his view no 30ft boat has sailed round the course in less than 6 days.

Alastair Fox noted that if the weather forecast is not suitable, then other course configuration options will be available. At the recent Middle Sea Race, some World Sailing staff had visited Malta to learn from the event management team, their Race Officers, Jury and media and now have a good idea on what is required in addition to run a world championship successfully and safely. It will require the appointment of specialist offshore experts and The Board is really supportive. World Sailing needs to make sure that the right people are in place to take the Offshore Worlds forward and there is still a lot of detail to be worked out.

There will only be 20 boats for the World Championship so the plan is to run a series of qualification events (at least two, possibly three) that would allow any MNA to enter that wants to try and get to the Worlds. The MNAs will need to select one team to go to the qualifiers. There will be a quota system which allocates a number of places at the Worlds to each continent.

There have been discussions with MNAs to understand if they are in a position to host a continental qualifier in their own continent. Parameters, 3 days 2 nights, matched equipment, noting that some of you feel that using a Rating System could be acceptable. For example, US Sailing have been interested, the question is how

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many boats are needed, what sort of race length and at the moment they were looking at the Chicago-Mackinac with a supplied fleet of matched J/Boats.

Jose Frers said that Brazil, Uruguay, Argentina and Chile would like to qualify in their region. Alastair Fox responded that World Sailing had not received any proposals from those countries, despite them having two members on The Board and would welcome any proposals as soon as possible.

Alastair advised the default position for continents that cannot run a qualifier for 2020 is MNAs from around the World would be invited for a series of continental qualifiers in Europe. These could take place in one venue for example: Les Sables d'Olonne(FRA) or Genoa(ITA) or Valencia(ESP) a supply deal would be made with for example the L30 or with other manufacturers.

Stacey Clark noted in the proposed Worlds program, the sailors will get some time to spend on the boats in advance. He urged that for the qualifiers, particularly if there are several qualification events at the same venue creating a time pressure, that the sailors do need to spend time on the boats before the events because it is their career and they have to be given a fair chance.

Alastair Fox agreed that the boat might be delivered straight from the boatyard, the sailors need time to make sure the boat is set up properly and that they understand how it works before disappearing offshore at night.

Alastair Fox advised that his intention is to write to all MNAs, putting together a package of information, the proposed qualification events and dates between April and June 2020, including potential entry and charter fees. This should enable MNAs to respond within one month that they are interested in trying to qualify and then this would allow World Sailing to finalise the number of boats and the number of qualification events that are needed.

Thomas Nilsson recalled the recent EUROSAF event held in L30. There were some fees involved, are we talking about the same size of fee for the Worlds?

Alastair Fox felt that when you put together an event with new one design matched boats, the charter fee is going to reflect this and when you look at the overall cost that an offshore sailor will need to invest on an annual basis to compete in these events it will not look much different from what a NACRA 17 sailor might be spending.

Thomas Nilsson asked is the idea to have an event sponsor partner on the boat for the Worlds, and will that reduce the charter fee? or can the competitor's display their advertising?

Alastair felt that the intention is to allow individual competitor's advertising.

George Andreadis was concerned what the IOC's view would be on heavily sponsored yachts taking part in events leading to the Olympic Competition. Alastair Fox responded that the Worlds would not go outside the World Sailing Advertising Code and that the situation was no different to the current Olympic classes.

Paddy Boyd felt that the Offshore Worlds had not been delegated properly to the people who have expertise in the area. He was pleased with the amount of progress but felt there was a leadership issue amongst the general sailing population as to who actually is the lead body within World Sailing for this event. For example, the Youth Worlds is run by the Youth Events Sub-committee. His belief was that the Offshore Worlds should be a function of the Oceanic and Offshore Committee and that this group could be really a good part of the solution.

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The Chairman felt that the Committee are pleased that the World Championship has been themed very clearly on the OOC's original [November 2016] proposal for the 2020 Olympic Showcase event but there was frustration at the lack of involvement of the Committee in this event.

(d) World Championship – Rating Systems

Patti Young gave an update on plans for the 2020 combined ORC/IRC World Championship to be held in Newport, Rhode Island, USA. from 25 September 2020.

8. Application for World Sailing Class Status

(a) L-30 One Design

i) The application was noted from the L-30 One Design class regarding World Sailing Class status and make a recommendation to Council.

ii) The L-30 One Design Class Rules were noted

Stacey Clark suggested that the class rules regarding safety equipment be reviewed in relation to Category Offshore Special Regulation Category 2 requirements.

iii) The L-30 One Design Worldwide Distribution List was noted.

The distribution list submitted showed 20 boats, but currently these do not meet the required distribution numbers specified for this length of boat.

iv) The L-30 One Design Class Constitution were noted.

On a proposal by Will Apold, seconded by Matt Allen, the application was unanimously rejected.

Recommendation to Council:

The Oceanic and Offshore Committee recommends rejecting the application of the L-30 Class Association for World Sailing Class Status based on not fulfilling the requirements of fleet distribution specified by World Sailing Regulation 10.4(b).

Council Decision: Application Rejected

9. Equipment Rules of Sailing

The following submissions were noted from the Chairperson of the Equipment Committee (unless otherwise mentioned):

(a) Submission 048-19 regarding ERS Regulation 29

Opinion: Approve

Council Decision: Approved as amended

(b) Submission 049-19 regarding ERS F.1.4(c)(ii) Bumpkin.

Opinion: Approve as amended by Equipment Committee

Council Decision: Approved as amended

(c) Submission 050-19 regarding ERS C.6.4(k) Hull Appendage depth

Opinion: Approve

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Council Decision: Approved

- (d) Submission 051-19 regarding Foil definition from FFV

Withdrawn submission

- (e) Submission 052-19 regarding ERS F.1.4(d)(vii) Jockey Pole.

Opinion: Approve as amended by Equipment Committee

Council Decision: Approved as amended

- (f) Submission 053-19 regarding ERS E.1.2(l & m) Hydrofoil & Winglet

Opinion: Approve

Council Decision: Approved

- (g) Submission 054-19 regarding ERS F.1.4(c)(iv) Outrigger.

Opinion: Approve as amended by Equipment Committee

Council Decision: Approved as amended

- (h) Submission 055-19 regarding ERS F.1.6 Rigging definition

Opinion: Approve with Equipment Committee amendment

Council Decision: Approved as amended

- (i) Submission 056-19 regarding ERS F.1.3 Spar definition

Opinion: Approve

Council Decision: Approved

- (j) Submission 057-19 regarding ERS G.1.3 (f) Spinnaker & (d) Headsail.

Opinion: Approve

Council Decision: Approved

- (k) Submission 058-19 regarding ERS F.1.4(d)(i) Spinnaker Pole

Opinion: Approve as amended by Equipment Committee

Council Decision: Approved as amended

- (l) Submission 059-19 regarding ERS F.1.4(d)(ii) Whisker Pole.

Opinion: Approve

Council Decision: Approved as amended

- (m) Submission 060-19 regarding ERS C.6.4 E.2.2 Wingspan

Opinion: Approve

Council Decision: Approved

- (n) Submission 061-19 regarding use of 'connect'

The Chairman noted that this submission was linked to 059-19 regarding Whisker Poles. He highlighted that Rating Systems were able to amend the rule if they wished. Correction of typo: change 'effects' to 'affects'.

Opinion: Approve as amended by Equipment Committee

Council Decision: Approved as amended

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- (o) Submission 062-19 regarding ERS C.4.6 definition Equipment Inspector

Opinion: Approve

Council Decision: Approved

- (p) Submission 063-19 regarding ERS C.4.8 Event Limitation Mark

Opinion: Approve as amended by Equipment Committee

Council Decision: Approved as amended

- (q) Submission 064-19 regarding ERS F.4 (inclusion of 'other spars')

Opinion: Approve

Council Decision: Approved

On a proposal by Bruno Finzi, seconded by Matt Allen the submissions as amended were unanimously approved.

Bruno Finzi noted that ORC did not have a strong link to the ERS. Jason Smithwick noted that Rating Systems are no longer formally represented on this Committee. Stan Honey agreed that there should be a strong link from the UMS Working Party to the ERS Working Party.

10. 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.
- (b) Recommendations were received from the Offshore Special Regulations Sub-committee on 'SR' submissions

i) Rejected Submissions

- Deferred Submission SR04-18 regarding Liferaft stowage was rejected
- Submission SR10-19 Mainsail Reefing withdrawn in favour of SR09-19
- Late submission regarding sheeting sails on pushpit was withdrawn.

ii) Submissions recommended for approval as submitted

SR04-19 Navigation Lights (This submission was approved under Item 4(b)(iii)).

SR07-19 AIS Transponder in Category 3

SR08-19 Emergency Steering

SR09-19 50% mainsail reef or trysail

Paddy Boyd questioned whether a trysail was required in case of the main boom breaking. Matt Allen noted that the Sydney-Hobart Race had allowed 50% reef in place of a trysail for many years. The chairman noted that in the case of a broken boom, it is often possible to sheet a deeply reefed mainsail to the toerail.

iii) Submissions recommended for approval as amended

SR01-19 Expiry Dates - See amendments in Special Regulations Sub-committee minutes.

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SR02-19 Structural Integrity Inspection- See amendments in Special Regulations Sub-committee minutes.

- It was noted that the submission (as amended) proposed for Categories 0-3 the requirement for a structural inspection of the boat in the 24 months prior to a race.
- Will Apold noted that the origin of the submission had been concern from this committee at the loss of keels, subsequently a proposed In Build Validation Scheme and that this submission was one of two proposals that would be implemented on this subject (see also Item 11(a)).
- This submission will require that a boat be inspected out of the water, and undergo a visual check externally and internally within 24 months before the start of a race. An inspection would also be required after unintended grounding.
- Stacey Clark noted that the original submission had been modified by adding 'suitably-qualified' to the person conducting the inspection. So a cost has been added in there, do we have a view on what that cost might be ? and is the cost really justified ? versus what we actually want people to do, which is we want them to be checking their boats.
- Will Apold acknowledged that this would be a more intrusive involvement of the Special Regulations than just purchasing an item of safety equipment. The submission does not identify the 'suitably qualified person' as this will be up to the local MNA. A Model Inspection Sheet will be included as an Appendix to the OSR.
- Bruno Finzi questioned how an inspection could be linked and mentioned on a boat's rating certificate. Will Apold agreed that could be taken as a recommendation on how to get information recorded but not on a separate paper form.
- Paddy Boyd proposed wording changes to the Regulation 3.02.3 text to clarify the inspection would be before and not after a race and amending 'latter ' to 'later'.
- The Chairman concluded that there was general agreement that this is heading in the right direction, we are starting to address the problem and we need to think about this as a group as to how formal the paperwork supporting these inspections should be.

SR03-19 Halyards See amendments in Special Regulations Sub-committee minutes.

- The submission would prohibit halyard arrangements in Categories 0-3 which required a crew member be sent aloft in order to lower a non-furling sail.
- Bruno Finzi felt that some large boats would be affected by this change.
- The Chairman felt the OSRs should promote good seamanship and this was an example of that direction.

SR05-19 Electric Propulsion See amendments in Special Regulations Sub-committee minutes.

- It was highlighted that a significant item in the submission in OSR 3.28.3 and 3.28.4 is to reduce from 8 hours to 5 hours the minimum duration for the boat to motor at the specified minimum speed. Bruno Finzi noted that the 8-

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hour duration was originally a requirement of the ORC Green Book for 'Ton Cup World Championships' and would allow a yacht to motor 40 miles to reach land.

- The Chairman felt that 5 hours was a reasonable compromise between extensive use of mechanical propulsion for safety and something that could be achievable for electric propulsion.

SR06-19 Renewable energy - See amendments in Special Regulations Sub-committee minutes.

It was noted that the Submission was in response to the World Sailing Sustainability Agenda, Recommendation 1, Item 10. The Special Regulations Sub-committee considered that it was not a safety matter. The recommendation was to place the item into the 'Offshore Racing Environmental Code' at the beginning of the OSR Book.

The Chairman noted that if the issue was to be made more visible it could be better placed in the Racing Rules next to 'RRS 55 – Trash Disposal'.

SR11-19 Emergency Pumping - See amendments in Special Regulations Sub-committee minutes.

- Will Apold summarised that the concept is to have a power-driven emergency pump. An example highlighted is the Rule 3700 which meets the flow requirement and costs around \$250-£180.
- Pepe Frers noted that the propulsion engine water intake could provide valuable emergency pumping capacity.
- Paddy Boyd felt that requiring alligator clips to be fitted was too prescriptive.
- The Chairman noted that one of the objectives of the alligator clips is that it would allow you to turn off the electrical system and still use the emergency pump. As a boat fills with saltwater you may want to turn off the electrical system at some point if you are getting a lot of chlorine gas from the exposed electrical conductors in saltwater. The battery is being slowly discharged because it is underwater, but it takes several hours to discharge depending on the area of the exposed conductors. Connecting the emergency pump to the battery directly via alligator clips helps these problems.

On a proposal by Will Apold, seconded by Bruno Finzi, the submissions as amended by Special Regulations Sub-committee were unanimously approved to be effective 1 January 2020. [Effective date of SR02-19 subject to confirmation].

11. Reports & Opinions of Special Regulations Sub-committee

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

A full contingent of the Special Regulations Sub-committee met earlier in the week. Sadly committee member Boris Hepp(GER) had passed away in April. Will had arranged, with Wolfgang Schaefer's help, to place in a local newspaper a Message of Condolence from the Special Regulation Sub-committee and the Oceanic and Offshore Committee.

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

Will Apold recalled that this project originated from the Oceanic and Offshore Committee, which had compiled a list of known keel failures. David Lyons was then commissioned to write a report on what measures could be taken to ensure that a

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boat, particularly the keel and supporting structure, was built to the approved plans – In-Build Validation. A working party was formed to look at the In-Build Validation Report, the members were: Glen Stanaway(Chair), Will Apold, James Dadd, Roy van Aller and Nicola Sironi. The In-Build Validation concept was then circulated to designers and builders for their feedback. Fundamentally they were less concerned about new designs and more concerned about the existing boats which may have experienced unintended groundings and lack of maintenance. The working party then recommended the Sub-committee take a two-part approach:

- i) Submission SR02-19 to require a structural inspection, see Minute 10(b)(iii)
- ii) Amendments to the World Sailing documentation regarding the Plan Review Scheme

Amendments will be made to the 'Scope of the Structural Plan Review' to specify more detailed requirements on the structural keel design regarding welding symbols, material specifications, fabrication tolerances, inspection notes and documentation requirements of the principles and specifics of the installation of the keel to the hull.

(b) Incidents Reports were noted that have been published in the past year.

- i) AUS - RFBYC 70th Bunbury and Return Ocean Race 23 February 2018 - Independent Investigation and Report

Matt Allen summarised that during a night race the keel failed on a 50ft yacht and two crew lost the lives. The report concentrates on the race organisation, crew details management, the incident on the water and distress alerting. The keel was an unusual lifting keel, and its failure is part of an on-going Western Australia Department of Transport investigation.

- ii) POL- PKBWM- Report 'Prodigy II' 13 October 2017 – 60ft yacht ballast fin breaking off

The Polish State Marine Accident Commission (PKBWM) published a report in March 2019 on the loss of keel of 60ft 'Prodigy II' a three-month old yacht. The three crew abandoned to the liferaft and were quickly rescued after sending a DSC distress alert. This was a prototype cruiser/racer, the report highlighted failure of hull structure adjoining the keel including dry laminate with low levels of adhesiveness between layers of reinforcement

- iii) GBR-MAIB-Fatal man overboard from CV30 – Indian Ocean – 18 November 2017 Full Report was published on 20 June 2019.

The report recommended that World Sailing raise awareness of the dangers of laterally loading safety tether hooks. Stuart Carruthers highlighted that British Standards Institute (BSI) have officially requested the revision on EN ISO 12401 Small craft Deck safety harness and safety line, Safety requirements and test methods.

- iv) Chicago-Mackinac Race Fatality 21 July 2018 – 'Imedi' Review Committee Report published 25 February 2019

Sally Honey summarised that a crew member fell overboard from the TP52 'Imedi'. His lifejacket did not inflate. The boat had difficulties getting back to the person in the water (PIW), no mainsail reefs, jib half-down. Three passes were made to pick up the PIW. The boat hit the PIW and he went down and was lost. The main lesson from this is that the boat as a lethal weapon must be kept from drifting over the PIW.

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The Chairman highlighted this was the first report committee that had the courage to say what has been happening in our sport. Which is that the boat is deadly if it drifts over the PIW. What happens with our fin-keel flat-bottomed modern boats is that once you are stopped you lose the bow. When the bow then blows over the PIW, banging up and down in a sea state, the hull hits the PIW on the head, killing the PIW.

Expanding on the issue of PIW recovery. A technique has been developed where a halyard shackle is attached on the running part of the lifesling line, outboard of the boat. Leave the Lifesling line dead-ended to the stern as usual. The halyard is then hoisted, pulling the PIW in and up on a 1:2 disadvantage as the Lifesling line runs through the halyard shackle. By the time the PIW is close to the boat they are being lifted vertically sufficiently so that the boat can't blow over them. This keeps the PIW away from being under the hull. Note that the Lifesling line must be less than twice the mast height:

- Take the headsail or spinnaker down
- Sail back to the PIW and pass close by the PIW to make sure that they have flotation. It is safe to sail close past the PIW so long as the boat does not stop and lose steerage way. Again, don't stop.
- Then sail several boat lengths away and douse the mainsail. Check there are no lines to foul the prop and start the engine.
- Deploy the Lifesling line and tow it behind the boat.
- Power around the PIW until they have the Lifesling. Do not motor over the Lifesling line.
- When the PIW has the Lifesling line, stop the boat and let it slowly drift downwind, with the helm hard-over to slow the drift.
- Attach a halyard over the guardrails to the Lifesling line, snapping the halyard shackle on the running part of the Lifesling line outboard of the boat. Do not disconnect the Lifesling line from the rail.
- Hoist the halyard which brings the PIW towards the boat on a 1:2 disadvantage and lifts the PIW up as they come close to the boat and then raises the PIW up and over the lifelines.

Another issue raised by the report was that the lifejacket did not inflate. Most of the crew were wearing lifejackets supplied by the boat which were at least 10 years old. Immediately after this incident several of the crew jumped into a swimming pool and 3 out of the 6 lifejackets that they were using did not inflate.

As an observer, Jay Kehoe (on the water director of Chicago YC) mentioned that a lesson from this incident was the lack of education that people have on inflatable lifejackets maintenance and preparedness. We have organised free lifejacket clinics, we bring the lifejacket manufacturers, we teach competitors to inspect and re-pack lifejackets.

Paddy Boyd questioned whether the responsibility for lifejackets between the boat owner and individual crew should be reviewed for future iterations of the OSR.

Sally Honey advised that US Sailing were undertaking a survey to see what percentage of lifejackets do not inflate and why.

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v) USCG Dauphin Island Race – Loss of Lives Report 24 April 2015

Sally Honey summarised the incident that was the subject of the US Coast Guard Report, saw 6 lives lost during a sudden storm in 2015. Of the six recommendations the most relevant one was that ISAF/World Sailing and US Sailing should require lifejackets to be worn at all times while racing. US Sailing had replied that their regulations specify what equipment should be on board and not the behaviour of the crew. US Sailing leave the behaviour of the crew to be addressed by the organising authority.

vi) Crew Overboard Incidents and Fatality 13 March 2019

Sally Honey summarised the US Sailing Report, noting that it is helpful that the incidents were reported and reviewed. This was relatively simply a lifejacket failure. The helmsman fell overboard from a Moore 24 in Monterrey Bay. They did not have a dedicated Lifesling and the arrangement that they did have was not attached to the boat. By the time the boat tried to retrieve the PIW the second time he was unresponsive. Several other boats attempted to rescue the PIW.

vii) GBR-‘Tyger of London’ Comet 45 Keel Failure – MAIB Report

The report was published earlier in the day of this meeting. Stuart Carruthers summarised that the keel fell off the Comet 45 ‘Tyger of London’ while sailing off Tenerife in December 2017. The boat capsized without warning as the keel fell off. It is worth noting that there was another boat 200metres away which rescued all five crew. None of the life-saving appliances could be reached and one of the crew was wearing foul weather kit on top of their lifejacket.

The reason for the keel failure was that it had not been manufactured in accordance with the designer’s intent. The design featured a top plate to which rods were threaded and welded. The rods supported the lead ballast keel. The design of the keel was complex and difficult to fabricate. To make the task easier the fabricator made un-documented changes unaware that they would weaken the design. Importantly the weak points could not be inspected when the boat is attached to the keel plate.

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

The main incident discussed was the loss of the Santa Cruz 70 ‘OEX’ in the Transpac.

As an observer, Dan Nowlan summarised that ‘OEX’ was 200 miles offshore at night. The top of the rudder post apparently became dislodged, the rudder levered the bottom bearing out and there was a lot of water flooding in. A MAYDAY was sent out. On one of the two liferafts the metal tube used to protect the painter rope from UV had been sealed inside the canister causing a struggle to deploy. The crew were rescued by ‘Pyewacket’ which was 2 miles away.

- (d) Offshore Safety Training Material

The Chairman expressed his and Special Regulations Chairman’s frustration that one of the things we have tried to do over the last few years is to improve the safety training material. We together with Gary Jobson have become enormously frustrated in trying to get staff support to achieve this and we urge that it is prioritized.

12. World Sailing Regulation 10

Regulation 10. World Sailing Class Associations

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

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Submission 047-19 was noted from International 6 Metre Class Association, J/111 Class Association and the Chairman of the World Sailing Classes Committee, regarding Participation Requirements for Large Keelboats –Regulation 10.4(b).

Paddy Boyd expressed concern that the consequence of reducing minimum numbers in large boats resulted in a World Championship awarded with very few competing boats. He noted that there were more than 200 World Championship in sailing and that in some cases classes that claimed to meet the regulation minimum requirements did so by manipulation of designated nationalities.

As an observer, Andrew McIrvine highlighted that the criteria did not recognise that a fleet of 6 J-Class yachts each with 35 crew was a substantial international event.

On a vote of 7 in favour and 4 against there was a vote to approve.

Opinion: Approve

Comment: World Sailing should review overall World Championship policy.

Council Decision: Approved

13. World Sailing Sailor Classification Code

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

Tom advised that the circulated report was not the main topic. He felt the Sailor Classification Commission had operated in a staff vacuum during the past year. Regretfully there was attrition within the office and people were not replaced. Due to financial pressure the Classification Commission did not have a meeting, and a re-scheduled conference call only gave time for the Commission to discuss the Submission 112-19.

The main short coming is that the Commission have had zero IT support from the staff. There are broken website links on our web page, most notably you cannot get the Sailor Classification Code in English to work.

There is some work to do to re-build the Commission, some of our older members have retired, having lost their zeal or effectiveness.

Gary Jobson recalled in 2014 when the President Carlo Croce proposed to abandon the Classification Commission there was a huge outcry from many classes and organisations that the really do rely on it. For this committee to say it is a priority will carry some weight. He has it on his list for the next Board meeting.

- (b) Submission 112-19 was received from the Chairman of the Para World Sailing Committee to change the terminology from 'Classification' to 'Categorization'.

Tom Rinda explained that he was approached by the Para Sailing group who have a real issue with the term 'Classification' which is used as a defined term by the International Paralympic Committee. As anybody who has been to events will know, everyone refers to sailors as 'Cat 1' or 'Cat 3'. He was not in favour of a previous proposal of 'Grouping'. So he volunteered that 'Classification' be changed to 'Categorization'. He placed one caveat in mind, this is going to create an inordinate amount of work to implement. Many class rules refer to Classification and Racing Rules. Many documents will need changing as well as the website. It may not be able to be attacked effectively until the new Racing Rules book is out.

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The submission is essentially a word redaction of 'Classification' and replacement by 'Categorization' in our essential regulation, there is no philosophical or substantive change.

Stan Honey agreed that the Para World Sailing group have a real need for the terminology, "classification". Offshore sailors refer to sailors as Cat 1 or Cat 3 already. He recommended that the submission be supported as it really does solve an important problem for Para Sailing.

Recommendation to Council: Approve

Comment: The Oceanic and Offshore Committee supports the submission but points out that more Staff, IT support and training is required for sailor categorization

Council Decision: Approved

14. Equipment Cheating

- (a) The Chairman highlighted the concerns with cheating in our sport. He highlighted the frustration expressed in correspondence last year to World Sailing from himself, Andrew McIrvine and Bruno Finzi regarding the outcome of the cheating incident involving the winner of the 2016 ORC Class C Europeans.

He felt that ORC to their enormous credit did a fabulous job of researching evidence of the cheating and they had everything except for the 'smoking gun' itself. Then World Sailing chose not to bring an action. The reason given was described as they did not think they could win the potential action. His view was: that World Sailing didn't have to win, to succeed in addressing cheating. Just the bringing of the action, even if it gets thrown out [by the Court of Arbitration for Sport] causes sailors around the world to look at that and say, 'that would have been enormously embarrassing'. Just bringing an action has a positive effect. It is very important that World Sailing have a backbone. We need World Sailing to step up to the plate and address allegations of cheating, whether or not World Sailing expects the action to succeed.

Bruno Finzi noted that in the case mentioned, a Jury appointed by World Sailing had reconvened to consider the case 6 months after the ORC Europeans. The Jury determined by their decision that it was cheating, so World Sailing's decision to not take action was disenfranchising not only the ORC but also its own Jury.

- (b) Matt Allen reported that in August when he was President of Australian Sailing, he had received a complaint. It involved one yacht that competed in 11 races under 7 different organising authorities under the auspices of 3 MNAs and involved 3 sailors from different MNAs. It was a complicated issue covering a number of alleged measurement inconsistencies. The Board of Australian Sailing took the view that this should be referred to World Sailing as it was not purely an Australian matter. The World Sailing Board received this about six weeks ago and the complainant is yet to hear whether it has been referred to the Judicial Board.
- (c) The Equipment Cheating Review Group report for consultation dated 27 June 2019 was noted.

Jaime Navarro summarised that the Equipment Cheating Review Group was appointed by the Board to advise it and see how to deal with equipment cheating.

The topics were:

- i) A review of historic equipment cheating cases.
- ii) Improvements around the prosecution of equipment cheating

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- iii) Use of discretionary penalties and in particular if their use is encouraging sailors to take risks.
- iv) Consequences of presenting a non-compliant boat for equipment inspection at an event

Some recommendations were put forward for consideration by the Board for wider consultation. Two parts of the recommendations were largely supported.:

- i) Investigation of cases – see Submission 025-19
- ii) Discretionary penalties within class rules, this requires further work to consider including in the class rules reference to the level of discretionary penalty that should be assigned to each rule.

Recommendation to Council:

The Committee recommends to add a member of the Oceanic and Offshore Committee to the Equipment Cheating Review Group

Council Decision: Approved

- (d) Submission 023-19 from Danish Sailing -Misconduct -Regulation 35.4.

It was noted that that the submission was withdrawn.

- (e) To note submission 025-19 – from the Board -Investigations – Regulation 35.4

As an observer, Phil Laurence, Race Director, The Ocean Race questioned who would be paying for these investigations?

Gary Jobson replied that World Sailing would be paying and it holds an insurance policy in this area.

There was a unanimous vote of approval with the comments below:

Opinion: Approve

Comment: This submission only deals with World Sailing Events, but the Oceanic and Offshore Committee encourages World Sailing to aggressively address cheating at all international events. In 35.4.2 there is reference to 'other legal-qualified persons', it suggested to delete 'other'. Change reference from Volvo Ocean Race to The Ocean Race

Council Decision: Approved

15. Oceanic Concordat

The minutes were noted of the meeting of World Sailing Major Oceanic Event Organisers held in Paris on 13 December 2018. Christophe Gaumont is the Chairman of the Major Oceanic Event Organisers meetings and the next meeting will be on 12 December 2019.

Christophe highlighted that we are in a golden period for oceanic racing, there are many new boats, 8 new IMOCA 60 for the next Vendée Globe, 84 boats currently racing in the Mini Transat, 60 boats currently racing in the Transat Jacques Vabre. There are an increasing number of oceanic events. There are two new projects for round the world races for Class 40. Race organisers wish to keep for media interest their race date period protected from other events. It is becoming more complicated to organise the calendar. The main problem will appear to be in 2021 with 'The Ocean Race' at the same time as a project for an around the world race for the Ultim Class multihulls and the Transat Jacques Vabre.

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The role of The Concordat is to meet the organisers and encourage them to talk together, but with no power in case of problems. He felt that the policy of World Sailing needed to be clarified. He felt there are three approaches:

- (a) It's a jungle out there, everything is open and everybody does what they want
- (b) World Sailing organise everything
- (c) The medium solution is to try and help organisers to speak together to find some arrangements between them.

The Chairman recalled this was an area where the former Chairman, Jacques Lehn, had been very active and asked Christophe what he recommended.

Christophe proposed to continue the current arrangement of trying to help organisers to speak together to find some arrangements between them.

The Chairman thanked Christophe for his efforts and agreed that World Sailing should stay on the current course and noting the next meeting is on 12 December to which members of this committee are invited.

16. World Sailing Speed Record Council

The World Sailing Speed Record Council (WSSRC) annual report from Chairman Claude Breton was received.

Stan Honey presented the report as Vice Chairman of the Council. The WSSRC is self-supporting financially, supporting activities through fees associated from record attempts. The rate at which oceanic world records are set has plateaued. There was only one record set this year which was an outstanding achievement of Alan Roura(SUI) on 'Helvitia/La Fabrique' in setting a new solo monohull Trans-Atlantic record of 7 days 16 hours 58 minutes. There were many unsuccessful attempts. There has been a steady improvement in technology and the records have all fallen over the years but now it has gotten to the point that the records are very difficult. In his view there is only one 'soft' record left, which is the 24 hour monohull record which 'Comanche' could crush if we set out to do so.

Almost all the trans-oceanic records have been set in flat water. In his view there will probably emerge fully-foiling 70 footers and all of these records will be back in play.

There is a lot of activity in the board area, the 500 metre and 1 nautical mile courses.

WSSRC also does authentication of Performance Certificates. When someone wants an authenticated passage, they pay, and the WSSRC inspects the boats and puts on a black box tracker. The WSSRC doesn't assign records to claims of a personal nature, such as oldest, youngest or disability.

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).

- (a) International Maritime Organisation
 - i) Ballast Water

The International Convention for the Control and Management of Ship's Ballast Water and Sediments was ratified and entered into force in 2017. It has been on IMO's books since it was adopted in 2004. Alan Green and Stuart were involved in drafting in 2004 Guidelines for the Ballast Water Management Equivalent Compliance for pleasure craft less than 50 metre and with a maximum ballast

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water capacity of 8 cubic metres. Stuart questioned whether the 8 cubic metres was sufficiently inclusive of all modern yachts.

ii) Marine Litter

The Marine Environment Protect Committee (MEPC) has Marine Litter as a work item and abandoned fishing gear has been included in the scope. World Sailing attempted to add lost Shipping Containers, this was not successful, but the matter has been referred to Maritime Safety Committee.

iii) Underwater Noise

Stuart felt that it would not be long before Underwater Noise became a work item at MEPC. The Helsinki Convention countries are concerned. This may impact on items such as depth-measuring echo sounders.

iv) Autonomous Shipping

As far as the Maritime Safety Committee, the developments in Autonomous Shipping [including unmanned ships] are being considered. Four levels of autonomy have been classified, basically from some minor automation to full scale autonomous shipping. They have looked at the IMO Regulations as to what may have to be changed to accommodate autonomous ships, such as the collision regulations.

v) Polar Code

The International Code for Ships Operating in Polar Waters (Polar Code) is under discussion as to how it can be applied to non-SOLAS ships, meaning small fishing vessels and recreational craft. Currently compliance with OSR Cat 0 is recommended and preparation for long periods awaiting rescue. There is a push to tighten up the requirements for carriage of communication equipment and voyage planning which are enshrined in Chapters 9,10 and 11 of the Polar Code.

vi) Radar SARTS

The Navigation, Communications and Search and Rescue Sub Committee (NCSR) is looking at phasing out Radar SARTS (Search and Rescue Transponders) in favour of AIS SARTS.

vii) EPIRB Homing signal

The EPIRB standard is being revised to allow 121.5Mhz homing signal in the EPIRB to be changed over to AIS detection.

(b) International Standards Organisation

Stuart highlighted developments in the 12215 series Small craft- Hull construction and Scantlings:

i) 12215-5: Design pressures for monohulls, design stresses, scantling determination

Part 5 is of interest because it is the basis for the World Sailing Plan Review Scheme. A new version has been published this summer, but within Europe it has not yet been endorsed by the European Commission which means that boat builders in Europe will still be using the old 2008 standard until such time as the 2019 standard is endorsed.

ii) 12215-7 Determination of loads for multihulls, and of their local scantling using ISO 12215-5

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Part 7 is currently at voting closed status and will be published soon. Stuart felt it would be endorsed by the European Commission as some boats had been built to the draft standard.

iii) 12215-9 Sailing Craft Appendages

Part 9 had already been discussed this morning and we will try and get the standard back into revision status and if necessary make the suggestions the working party propose.

iv) 12215-10 Rig loads and rig attachment in sailing craft

This is at the stage of a Draft circulated for ballot and should also be finalised and published soon.

v) 15085- Man-overboard prevention and recovery

This standard is going back into revision status and includes lifelines and guard rails. From previous discussions in Special Regulations Sub-committee there are a number of issues to be solved regarding conflicts with Part 3 of the OSR and this will be a good time to address that.

vi) 12402 Personal flotation devices – Part 6 Special application lifejackets and buoyancy aids- Safety requirements and additional test methods

As far as the Offshore Sailing Lifejacket is concerned which will now be in Part 6 of the standard there is a delay in publishing the standard. This is because the parts that deal with inflatable lifejackets (the 150N and 275N) are being held up by a technical objection from Sweden because of the certainty of ensuring the inflator bottles are screwed-in, stay screwed-in and do not work loose. Stuart believed that this would be resolved by the end of the year and that the standard will be published which includes the Offshore Sailing Lifejacket.

vii) 12401 Deck safety harness and safety line

Stuart recalled item 11(b)(iii) MAIB Report the incident when a crew member was killed when he went over side and his safety tether clip bent. There is a proposal to review this standard, so if World Sailing wish to say anything about harness tethers and the mid-point hooks we might wish to look at that again.

viii) 9650 Inflatable liferafts

The Inflatable liferaft standard 9650 is being reviewed. The permutations and combinations that the two parts of the current standard create are going to be simplified. Picking up on the comment from the incident mentioned in 11(c), in the new standard there will be a requirement that the painter line is weatherproof for the duration of the liferaft service interval.

18. Racing Rules of Sailing

The Chairman summarised that as the Racing Rules Committee had met the previous day, he had circulated by email comments in advance from this Oceanic and Offshore Committee in order for this committee to be able to be heard by the Racing Rules Committee.

The following submissions were noted:

- (a) Submission 145-19 – from Chairman Racing Rules Committee regarding Part 2 Preamble- linking to Appendix RV- Reduced Visibility Racing Rules

Submission Withdrawn

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- (b) Submission 229-19 – from Chairman Racing Rules Committee regarding Appendix RV- Reduced Visibility Racing Rules

The Chairman summarised that this will be a test Appendix to the Racing Rules that would allow an organising authority, if they chose, to use the reduced visibility racing rules, which is a variation of the Appendix SY- SuperYacht Racing Rules, instead of IRPCAS between sunset and sunrise. The reason for that is the IRPCAS are difficult to race under, especially if you have to go around a mark or you have to finish at night. As sailors we are fine with IRPCAS when it comes to a situation with a ship, but when it comes to a situation with a competitor the IRPCAS are difficult because we don't know how to race under them and the IRPCAS don't fundamentally provide the tools for us to solve our problems. The SuperYacht rules keep the boats further apart, but the rules are mostly the same as RRS, so we understand them.

Racing Rules Committee Decision: Approve with the following amendment

Approved as a test rule

- (c) Submission 215-19 – from Chairman Racing Rules Committee regarding Appendix G.1.1 Identification – adding “or Rating System”

The Chairman noted that about one third of the fleet of major offshore races was in violation of Appendix G. So he had proposed that there be a working party of Racing Rules with the involvement of Rating Systems to figure out what should be done.

Submission Withdrawn

- (d) Submission 216-19 – from Chairman Racing Rules Committee regarding Appendix G.1.2, 1.3 and G 5 – Sail Identification

The Chairman felt the submission was ok, but we would like Rating Systems to be involved in Working Parties going forward on how to deal with these issues.

Bruno Finzi did not like the amendment, he felt it would affect a lot of boats sailing in ORC regattas. He did not want all the race organisers to have to put in their Notice of Race that this rule did not apply. He felt it was very bad administration of our sport.

The Chairman questioned, as 215 is withdrawn, does 216 apply to Rating Systems?

As an observer, Dan Nowlan felt that we were back to the current situation that G.5 says ‘other’ [not World Sailing Classes] boats are covered by national prescriptions, so we just have to make sure that Appendix G is always something that can be changed. We then need to remind our national Racing Rules prescription people that a lot of boats just don't meet the criteria. The minimum we can do is either write it out of our rules, or grandfather all the existing boats to not have to comply.

The Chairman noted we still have the same way out as we have been using. We should get our Rating System representatives on to the RRS working party to look at this so we can actually make it work sensibly as Bruno suggested.

Racing Rules Committee Decision: Approve with the following amendment

See appended file ‘216-19 edited.docx’

- (e) Submission 167-19 – from Chairman Racing Rules Committee regarding RRS 50.3 Outriggers

Racing Rules Committee Decision: Approve with the following amendment

RRC WP and Equipment Rules Sub-committee recommend Proposal Alternate 1

See appended file ‘167-19 edited.docx’

19. Any Other Business

(a) Future Working Party

The Chairman proposed the formation of a new Keel Improvements Working Party

The objective of the working party is to devise and recommend changes to the ISO 12215-9 scantling codes for yachts <24m, in order to improve the strength and expected lifetime of keel attachment. In addition to other approaches to achieve the goal of improving the strength and lifetime of keel attachment, the Working Party will consider the concept proposed by Hasso Hoffmeister describing the effects of increasing the design life time by a factor of 2.

Jason Smithwick(Chair), Hasso Hoffmeister, James Dadd, Stuart Carruthers, Will Apold (ex officio), Stan Honey (ex officio), Simon Forbes (staff)

It was note that the working party's work will likely involve:

- i) a recommendation to ISO for changes to ISO 12215-9 for ISO to consider for inclusion with their next routine update of 12215-9,
- ii) discussions with active designers to work out a transition plan to phase in the new requirement, dealing with boats that are in design or in build,

On a proposal by Will Apold, seconded by Matt Allen, the proposal was approved unanimously.

(b) Annapolis 24-Hour Distance Race

Gary Jobson introduced a video of a new 24-hour two-handed race held in September in Annapolis.

(c) Ocean Globe Race 2023

Matt Allen highlighted that the Ocean Globe Race scheduled for 2023 is planned as a re-enactment of the first Whitbread Round the World Race in 1973. The intention is to restrict some modern equipment. He noted that the solo Golden Globe Race 2018-19 had caused several rescues in the Southern Ocean. He wished to work with various authorities to encourage the race organisers to use the current Offshore Special Regulations.

(d) Cork 300 years

Paddy Boyd wished to invite everybody to a big sailing party next year which is the 300th anniversary of the oldest yacht club in the world, the Royal Cork YC. It is is going to be a summer of sailing celebrations, preceded by the 708mile Round Ireland race.

(e) Aegean 600

George Andreadis introduced a video promoting the new Aegean 600 race. Organised by Hellenic Offshore Racing Club, the 600mile race will have a two-handed class and start on 14 June 2020 from Sounio via Milos, Santorini, Karpathos, Rhodes, Kandelousa, Kos, Agathonissi, Patmos, Mykonos, Dilos, Kea, finishing at Sounio.

Bruno Finzi proposed a vote of thanks to the Chairman and Vice Chairman.

There being no further business at 1815 the meeting was adjourned.