

The Oceanic and Offshore Committee met at 13:00 – 16:00 hours
by BlueJeans Conference Call on Thursday 28 October 2021

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) – Chairman
Corinne Migraine (FRA) – Vice Chair
Paddy Boyd (IRL)
Cüneyt Büyükuçak (TUR)
Dee Caffari (GBR)
Bruno Finzi (ITA)
Jose Frers (ARG)
Yasutaka Funazawa (JPN)

Hylton Hale (RSA)
Sally Honey(USA)-Chair Special Regs SC
Stan Honey (USA)
Simon James (THA)
Tatiana Kurbatova Lueders (RUS)
Alan Massey (International Regulations Comm)
Tom Rinda (Classification Commission)
Kun(Vicky) Song (CHN)

Apologies:

Diane Reid (CAN)

Claire Renou (FRA)

Also in Attendance:

David Graham (Chief Executive Officer)
Jaime Navarro (Head of Technical & Offshore)
Alastair Fox (Director of Events)

Philip Baum – (Vice-President)
Simon Forbes (Offshore Technical Manager)
Francesco Gulizzi (Technical Specialist)

1. Opening of the Meeting

(a) Welcome

The Chairman welcomed the Committee Members and thanked them for volunteering for the sport of sailing. He also thanked the registered observers for their interest. He wished to record his thanks to the previous chair, Stan Honey for the terrific work he has done in the past for the sport, and said the great thing is you are still on this Committee, so we really appreciate your input.

Regarding Item 10, he highlighted that the Oceanic and Offshore Committee make the final decision on Special Regulations submissions and that these did not go to the Council.

Oceanic and Offshore Committee Minutes (cont.)

Vice President Philip Baum reported that thanks to the efforts of David Graham and Raksha Patel, World Sailing's finances are better which should lead to more resource for this area of activity.

(b) Apologies for absence

Apologies for absence were noted from Diane Reid and Claire Renou.

(c) Declaration of Conflicts of Interest

Committee members were asked to review their declaration of interests and update them if necessary.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes were noted of the Oceanic and Offshore Committee meeting of 28 October 2020.

(b) Minutes Matters Arising

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

Minute 6 regarding the 2024 Olympic Sailing Competition is effectively redundant given the decision by the International Olympic Committee.

3. Chairman's Report

Matt Allen highlighted the work during the year:

- (a) Olympic Offshore 2024 – the process was really a unique experience, the sense that the offshore community really came together with a great vision for a very exciting event. The proposed event would have transformed sailing at the Olympic Games. The offshore community led this, but then brought the entire sailing community along with us. It failed to obtain approval at the IOC level which is obviously deeply disappointing for so many people.

The good news is that we have a great opportunity to work on the vision and build on it for future Olympics, we can debate whether that would be Los Angeles 2028 or Brisbane 2032. He really wanted to thank a large number of people who had assisted enormously in building the vision and the advocacy of the event. It was remarkable teamwork and he wished to thank David Graham and the World Sailing Staff, and Stan Honey, Gary Jobson, Dina Kowalyshyn and Larry Rosenfeld. We need to build that part of our sport so that it is a no-brainer that it gets to the Olympic Games in the future. It was only just over a year ago that a number of us got together to form the Offshore Doubles Association.

The Offshore Special Regulations are in very good hands with Sally Honey as the chair and James Dadd as the Vice Chair and the rest of the sub-committee. It had been set up well for a number of years in the hands of previous chairman Will Apold who was thanked. There are always lessons learnt and technology is changing. As a sport it is absolutely essential that when lessons are learnt that they are shared with the whole sailing community. In terms of one of the most important areas of safety we are going to talk later about the Keel Improvements working party.

Matt encouraged any committee members to email him and Corinne with any ideas for projects that we should embark on.

4. Working Parties

(a) Keel Improvements

Working Party Chairman, Jason Smithwick re-capped that World Sailing implement the International Standard 12215 in its structural plan review scheme. Over the last couple of years we have been lobbying ISO TC188 to improve the standard in particular in terms of keel fatigue as we believe this is linked to a number of keel failures. Our work currently has been directed at ISO rather than the technical requirements, though we have a good idea of where we want to go with the requirements.

Unfortunately, the ISO TC/188 Working Group 18 developing the structural standards was disbanded in May after the last review cycle. World Sailing requested an opening of the revision for 12215 part 9 relating to keels. TC188 agreed to re-open the standard for systematic review from 15 October for five months. We are waiting to hear from ISO when a working group convenor is appointed.

If appropriate, Committee members may be contacted for their assistance in contacting national standard organisations with voting rights to support the World Sailing request.

Stan Honey asked whether it was likely that the sport of sailing would need to provide some funding for engineering research on this subject. Jason replied that the WP already had a good view of what to propose but would need to consider the matter further. There is also the cost of sending people to the ISO TC188 meeting. Stan recalled that the community of offshore sailing had raised money for keel research in the past and would appreciate a suitable lead time if funding is required in the future.

(b) Universal Measurement System (UMS)

A report was received from Jason Smithwick, Director of the IRC Rating System and Zoran Grubisa Chief Measurer of the ORC Rating System.

Jason Smithwick re-capped that the UMS working party is basically about the digital exchange of information and boat parameters to create a passport of measurements for a boat. For instance, in the case of ORC and IRC you may measure once and rate twice. The idea is the every data point is compatible, we now have compatible spinnaker pole measurements between the two systems. This year we have been working to create a new data standard to exchange information.

Jason extended his thanks to Zoran for his assistance.

Matt Allen concluded that it is absolutely critical to keep ORC and IRC working together constructively on this to the betterment of the sport and boat owners.

5. Reports from Rating Systems

Reports were received from the International / Recognized Rating Systems:

(a) ORC International and ORC Club

A written report was received, and Bruno Finzi highlighted that despite reduced racing activity due to Covid, Rating Certificates were issued for boats in 45 countries. At the end of September 2021 there were 13460 ORC certificates issued to 9184 boats, 3,300 Double-handed Certificates had been issued. 2021 Worlds in Tallinn, Estonia attracted 104 entries for 13 nations. While the Europeans in Capri, Italy saw 63 entries from 12 nations. 27 teams enjoyed the ORC Sportsboat Europeans in Istanbul, Turkey.

The ORC Congress and Committee meetings will be held in early November. There are 30 submissions from 8 National Authorities. The number of certificates is on an upward trend.

(b) IRC Rating Rule

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

Michael Boyd, Chairman of IRC Congress sent his apologies and Jason Smithwick highlighted that the IRC Rating Authority is the RORC Rating Office and UNCL Centre du Calcul and the system is further managed by 42 additional rule authorities worldwide. There has been a good increase in certificates issued since the low of last year with 4,218 worldwide. IRC remains the principal rating system for a large number of events worldwide, such as the RORC Transatlantic Race, Rolex Fastnet Race, Rolex Sydney Hobart Race, Rolex Middle Sea Race, RORC Caribbean 600, Rolex Giraglia Race. 60 boats in the Fastnet Race were Doublehanded. IRC was used for the Rolex Maxi Cup with 39 boats in coordination with the International Maxi Association.

The IRC 2021 Europeans was cancelled due to the Covid restrictions. The 2022 IRC Europeans will be held in Breskens, Netherlands in late August.

Since the report was submitted, the IRC Congress has been held. There were some good discussions around our technical rule changes. National Authorities can put in submissions for rule changes. We had good engagement with Australia regarding the concept of two concurrent rating certificates, if changing between inshore and offshore ratings. We are looking at trying that in the southern hemisphere when we re-validate ratings in June.

Proposed changes for 2022 rating of light faster boats, inclusion of the weight of renewable sources of power including hydro generators. Autopilot use will be determined by the Notice of Race. Whisker poles rating assessment and headsails.

We are looking at engaging with rule authorities further in the work of the technical committee.

In the fleet statistics there are a lot of boats sailed two-handed but they just tend to use the standard IRC certificate, unlike ORC.

Matt Allen felt that the ability to run two certificates concurrently was beneficial for owners and an excellent development.

(c) ORC - IRC Combined World Championship 2022

The Chairman asked Bruno Finzi to provide an update:

The ORC have been in an agreement with IRC after 2016 to run some combined world championships. We have been testing the first one in 2018 in The Hague/Scheveningen, Netherlands. We had some lessons from that event, criticisms from the sailors about the type of scoring.

We had organised together with IRC a combined worlds in 2020 which was due to happen in Newport, RI, USA with the New York Yacht Club, but due to the Covid situation it was cancelled. The Notice of Race of this second event was also criticised by sailors, not because of the intent. The intent to unify the two rules is fantastic, because for 15 years I have been trying personally to push to merge and join the rating rules for the benefit of all sailors. The issue is it is difficult from the way the two rules approach the scoring to merge results and to try to find a solution that is not upsetting the sailors or discouraging the sailors to attend this event.

Oceanic and Offshore Committee Minutes (cont.)

In our ORC Worlds we have had more than 100 entries for the last five years. When we were in The Hague with IRC we had less than 100 entries. It is difficult for an owner to commit to an event if it is not clear what is the type of scoring.

After the cancellation of the 2020 Newport Worlds, and criticism of the proposed scoring, we tried with ORC technical people and Jason and IRC reps to find a solution for 2022 in Porto Cervo. ORC made a simpler proposal and easier to understand for the sailor, but it was rejected by the IRC Board. We reached a point in July-September with correspondence back and forth to try and compromise and to find a solution. Finally in October after no reply from IRC Board, ORC decided with Yacht Club Costa Smeralda to issue the Notice of Race, giving up on the combined event and just organising an ORC Worlds in 2022.

We hope in the future to find a way to sit together and find a compromise. This is not the end of the story; it is just a postponement to 2023. We need to be not alone in thinking positively on the way forward, we need the other party to be on the same page.

Matt Allen recalled that in the Oceanic and Offshore Committee meeting in 2016 it was agreed and proposed to Council that starting in 2018 and subsequently every two years a jointly scored world championship would be held. This was approved by Council.

What Bruno is proposing here has not been approved by World Sailing yet, and he did not think there was any application to World Sailing yet for approval. In Regulation 25.1 World Sailing approval is required for any event that is described as a World Championship so the proposed event would need World Sailing Board approval. He felt the Board would listen to the views of this committee on the application.

At some stage there is going to be an application to World Sailing to gain the approval or otherwise of that event.

Bruno Finzi noted that there is another regulation [13] that allows ORC to run their World Championship every year. He did not feel the ORC had to ask World Sailing for permission to hold the ORC World Championship every year when there is already a regulation giving the ORC a World Championship.

Matt Allen felt that World Sailing would not share your view. Under the Regulation relating to the ORC, you still need World Sailing approval to run the World Championship. Regulation 25.1 makes it very clear.

Jaime Navarro, noted that every World Championship needs approval annually. Regulation 25 gives guidance as to how that approval is given to classes in terms of time frames. So the only difference with the ORC rating systems Regulation is that there is not an explicit reference to the timeline for approval. So we await the formal request from the ORC.

Matt Allen felt that the intention in 2016 was to combine the rating systems, for the purposes of scoring a World Championship, and it was an excellent outcome for the sport. This is a very significant change from what was agreed in 2016 to be implemented in 2018. So we need to carefully consider that.

As an observer, Stacey Clark said he was on the O&O Committee in 2016. As he recalled it, the debate was in the context of a proposal from IRC to hold a World Championship. The solution effectively prevented IRC from holding their own World Championship by creating this joint ORC/IRC World Championship. Which we all supported because he was sure he was not the only one who thinks there are too many World Championships in sailing. It is worth being aware of this background. It could be perceived as a tactic to prevent IRC from having a World Championship.

Stan Honey said he recently went back through the minutes of our 2016 meeting and the minutes of the Council. Stan reported that Stacey is right, the original discussion was triggered by Submission 045-16 which proposed a small change to the Regulations to permit IRC to hold a World Championship. That submission was approved. Also triggered as part of that debate was a discussion between Andrew McIrvine and Bruno Finzi in which they left the room, and - great credit to both of them - they came back to the meeting with a proposal for a joint Worlds to push the sport well forward into where we all want it to go: The Universal Measurement System combining the measurement and with Andrew's and Bruno's cooperation the Rating Systems moving closer together and cooperating. O&O approved the proposal for a joint-Worlds and O&O then took that recommendation to Council, and Council approved it and wrote it all into the minutes. Unusually for Council, where the minutes are quite brief, it was considered to be such an important movement for our sport, the entire agreement was in the Council Minutes.

Submission 045-16 was approved, which triggered the ORC-IRC cooperation. Submission 045-16 implemented a regulation change that allowed IRC to hold a Worlds if they choose. That Worlds if they wanted to hold it, that would need to be approved by World Sailing on an event-by-event basis, as with any Worlds.

Regarding the status of IRC Rating Rules in relation to Regulation 25.5.3 "Qualification to hold a World Championship shall include Rating Systems which are based on measurement and scientific formulation available to all certificate holders or World Sailing." This does not grant the right to hold a Worlds without World Championship approval.

Jaime Navarro confirmed that IRC had now provided their formulation to World Sailing. Jason Smithwick confirmed that IRC formulation had been periodically updated to World Sailing.

Bruno Finzi said when you read Regulation 13.1(j) it allows ORC to run its own World Championship like we have been doing every year.

Matt Allen advised that World Sailing will come back to ORC with a clarification and interpretation of the Regulations at a later stage.

6. Offshore Doubles

Larry Rosenfeld felt that a good job was done pushing hard for the discipline of offshore doubles, unfortunately we were not successful, but we found out how much interest there was by collecting that interest in an association based around the discipline. It's a little different than basing it around a class with a boat and measurement and all of that. We had 1800 people from 70 countries sign up and we just held our first world championship in Italy which Riccardo Simoneschi did a great job in supporting the event and the Figaro 3 class was very helpful in providing 10 boats.

The real focus now for the association is in being a place where people can share their knowledge and best practices from a perspective of safety, techniques or regatta management. The goal is to collect the interest, he is working to help a group create Offshore Doubles Australia under the umbrella of the Offshore Double discipline. The goal is to build worldwide interest in the discipline.

A big push for membership was made in the first few months, in six continents, we have not made a big push since the Olympic decision, we will re-focus and re-brand. Then to push for national and regional fleets, which is what will drive the membership going forward.

Larry noted the established Figaro 3 which is a solid boat for offshore, and the L30 which has tried to make in roads by the way in which it is set up by Rodion Luka with owners. The Jeanneau 3300, Dehler 30, the new Farr X2 is beginning to get boats in the water and that is

light and sporty. We have 13 different boat classes that are supporting the discipline on the website.

The difference between the original vision for the Olympics which was one design and the ability to do offshore handicap racing amongst different boats. Both [WS Recognised Rating Rules] will support that well. At Sailing Yacht Research Foundation (SYRF) we have been working to develop a SYRF performance index to promote the growth of the discipline.

Interest in the Olympic bid was MNA focused. Now it would be Yacht Club or Sailing Centre-focussed or sailing schools. These ownership-models will crop up and we will do what we can to support them. Matt Allen thanked Larry and wished him success in building the discipline.

Stan Honey spoke as someone immersed in this project, thanked Larry and pointed out that the sport of sailing did really get behind it. World Sailing committees were behind it and we succeeded in the sport of sailing. Even when the IOC pushed back and asked for alternatives, World Sailing in the Committees and Council provided the alternatives as requested, but consistently responded to the IOC that offshore was our first choice.

7. Offshore World Championships (OWC)

(a) World Sailing Offshore World Championship – Figaro 3– 2021

Alastair Fox, Director of Events thanked Matt for his introductory remarks regarding the efforts to get the mixed Offshore event into the 2024 Olympics and extended his thanks to Matt Allen, Stan Honey and Corinne Migraine from this committee who did a lot of work behind the scenes, and to Larry Rosenfeld.

The backdrop of the offshore worlds has been very linked to the IOC decision. The 2020 Offshore Worlds was due to take place in Malta using the L30 and that event was ultimately cancelled due to Covid. The plan then was to find a new venue for 2021 using the L30, but earlier this year the Board decided to partner with an existing offshore event organiser to make the implementation of the 2021 event much more straightforward. It was agreed that the Nastro Rosa organisers would hold the event in September. EUROSARF made the decision to host the Europeans at the same regatta, this decision made it much more cost effective to have a fleet of charter boats and logistically simpler for MNAs. During the course of the year following discussions with Rodion Luka and Ricardo Simoneschi, we decided to change the equipment from the L30 to the Figaro 3 and the event was successfully run with 10 MNAs from three continents. It is important to acknowledge all the work that Rodion Luka had done previously to try and get the mixed offshore event up and running and for MNAs to begin the journey in the mixed doubles event. Thanks to Beneteau for stepping in and making sure there was a good fleet of Figaro 3s available for the event. Thanks to Ricardo Simoneschi for going ahead and taking the risk in hosting the event whilst there were still covid restrictions that could have impacted the event.

(b) 2022 Offshore Worlds – Next Steps

Looking ahead to 2022, Alastair Fox thought it was important for this committee to note that World Sailing have not yet selected a venue and do not currently have a boat partner. In essence we have a blank sheet of paper for how to take this offshore worlds forward. It is important that we engage with the Offshore Doubles Association and with this committee to really try to create a framework for the offshore worlds going forward. Regarding whether there is still an opportunity to bring the Offshore event into the Olympics whether that is in LA 2028 or Brisbane 2032, he felt the Offshore World Championships could be a very powerful tool in that journey. There were plenty of discussions before Tokyo 2020 with Larry and Offshore Double about how we could

take the concept of the Offshore Doubles Worlds forward, since then we have not really been able to finalise that position. The input of this committee would be welcome. Now is a good time to re-evaluate how we want to run the Mixed Offshore Doubles Worlds.

8. Submissions

(a) Submission 022-21

Submission 022-21 was received regarding Regulation 13.1.(j), ORC Double Handed World Championship. [Submission from Offshore Racing Congress].

Bruno Finzi highlighted that in the year ending in September, ORC issued 3,300 Double-Handed Rating Certificates in 25 countries. He believed that a tool to address and encourage this growing part of our sport is to have a World Championship. So the request is for ORC to be able to organise not only the ORCi World Championship every year but also a Double-Handed World Championship.

It is also a philosophical matter to encourage people to access this type of racing in an easier way than one design, using different boats that can race together. Normally ORC receive bids from race organisers to run this sort of an event. This event could be inside an already existing event or a stand-alone event. Every year our Class and Event Committee consider bids and award the championship.

Corinne Migraine asked if this championship could be held within another regatta, did you think about having this during your fully-crewed World Championship? In many events there are rankings for double-handed and fully-crewed, which would avoid over use of World Championship events.

Bruno replied yes, it was considered but the format for the fully-crewed Worlds is two offshore and five inshore races, whereas we believe in double-handed is much more focused on offshore races which would show endurance, tactical and navigation work. So we believe there two different events for different clients.

Matt Allen asked is it possible that the same boat could win both events ?

Bruno thought that in Regulation 13.2 it is stated that it is not possible.

Cüneyt Büyükuçak said from his experience in Bodrun, Turkey of running fully-crewed and double-handed races together presented difficulties. Some sailors would like to join in both events and share the equipment in both events and he supported this double-handed handicap racing as a boost towards mixed double and one design racing discipline.

Matt Allen highlighted that under the proposed regulation ORC would be the sole authority to manage and administer this championship but it would still be up to World Sailing to individually approve each World Championship.

On a proposal by Bruno Finzi, seconded by Stan Honey, there was a vote of 11 in favour, 2 abstentions, 2 against and 1 absentee to approve the submission.

Recommendation: Approve

Council Decision: Council approved the submission

9. 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. The Committee were advised that the application for Class Status is not as an Offshore Class and on that basis a recommendation to Council [under Regulation

6.9.6.d] is not required from this Committee. [The Equipment Committee will consider the application further.]

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

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

Rodion Luka commented that what he saw for development of Double-handed offshore in the future we proved the L30 could be use, we held two Europeans. Last year we were missing the criteria -we needed a second continent. In December we will have a fleet of 6 boats in USA. We will be having a National Offshore One-Design series the boats will be presented in St Petersburg (FL) in January, Annapolis NOOD Regatta in May, Chicago NOOD Regatta in June, Chicago-Mackinac Race and Marblehead. Possibly we may be able to offer a Double-Handed Mixed Offshore in USA in 2022.

The reason that the Equipment Committee did not approve status yet is that we still need to polish our class rules, which we will adopt the recommendations by January 2022.

This year we got certification from [Notified Body] International Maritime Certification Institute for a longer keel fin so the boat is in [RCD] Category A. Some sailors want to do the 2023 Transpac Race. We have built 33 boats worldwide.

Matt Allen summarised that the Equipment Committee had deferred their approval until the Mid-Year Meeting 2022.

(b) Review of Class Status

It was noted that the Equipment Committee has formed a Working Party to review existing classes. Paddy Boyd had indicated he could represent Oceanic and Offshore Committee on that working party.

10. Offshore Special Regulations

In accordance with World Sailing Regulation 6.9.6(d) the Oceanic and 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. The Chair, Sally Honey thanked the sub-committee and in particular Vice-Chair James Dadd and the observers who had joined the call.
- (b) Recommendations were received from the Offshore Special Regulations Sub-committee on 'SR' submissions. Sally Honey reported: of the 11 submissions received, we rejected four, one was withdrawn and we approved six, three with amended wording.

Regarding the rejected submissions: SR03 from France, generated the most discussion. Currently there is a requirement OSR 3.11 that: "Sheet winches should be mounted in such a way that an operator is not required to be substantially below deck." The submission was really a major change regarding where winches are located, it allows crew to be below deck all the time. Which is a problem for visibility, keeping a watch, there are also issues with the definition of 'deck' and 'substantially'. This only really affects half a dozen IMOCA boats in one niche event and there was concern that there would be a trickle-down effect to smaller boats and so this was rejected.

SR-07 deleting paper charts for all categories from France, the proposal was that we would eliminate paper charts in all categories of racing. It was rejected due to concern regarding electronics failure.

Oceanic and Offshore Committee Minutes (cont.)

There were two submissions SR08 and 09 regarding OSR 4.21 Grab Bag and it was agreed that the entire requirement need to be re-written and so it was agreed between the two submitters that they would work together on a re-write of a new submission.

Submission SR 11 from Canada regarding Lifejackets was not considered essential.

The remaining six Submissions were recommended for approval:

SR01 regarding free-standing mast, SR02 regarding forestay strength and SR05 regarding fire blankets were approved as submitted.

SR04, SR06 and SR10 were amended by the Sub-committee:

SR04 regarding Standard C Satellite from France – the standard C satellite was obsolete and could be removed. The sub-committee amendments were to add after “able to”: “send and “. The term ‘race committee’ is retained rather than the proposed ‘race management’.

SR06 from the Netherlands regarding paper charts to be not required for Category 4. The proposed text for a new 4.11.2: “Navigation charts, light list and chart plotting equipment. If electronic-only, an independent alternative shall be on board.” This was approved 7 in favour to 2 against.

Paddy Boyd questioned the meaning of ‘independent’. Would two mobile phones using the same software comply ? Sally responded that would qualify. Two ways to access charts and not relying on one. Cüneyt Büyükuçak felt that as long as the data is being received from the same server, having two independent devices on board would not help. Sally said it was discussed that in a Category 4 race near the shore it was unlikely that this would be a life-threatening event.

SR10 – Storm and Heavy Weather Sails re-written. The only change by the sub-committee was to delete Category 3 from 4.26.3 storm jib, as that is not currently a requirement.

On a proposal by Sally Honey, seconded by Paddy Boyd, the submissions as approved by Special Regulations Sub-committee were unanimously approved to be effective 1 January 2022.

Decision: Approve

- (c) Other matters discussed by the Special Regulations Sub-committee.

It was highlighted that the previously agreed OSR 3.02 Structural Inspection and Appendix L Model Inspection Form would be applicable 1 January 2022.

Incident reports were noted regarding PRB, Initiatives Coeur and SeaExplorer in the Vendée Globe, a sinking following a collision in the ORC Europeans and a keel failure during the Fastnet Race.

Working Parties:

Foredeck chamfer stanchions/ toe rail, chaired by Johannes Christophers - looking at how to keep people on board and how to maintain safety on the foredeck.

OSR Re-write, over the next four years a refinement, James Dadd, Richard Hinterhoeller and Johannes Christophers are working on this project.

Medical – this was started by Will Apold, it is now being led by Glen Stanaway, Sally Honey and two doctors David Austin and Andrew Nathanson. Looking at submissions next year to improve Appendix J Hypothermia and Appendix H Medical Training.

The Chairman thanked Sally, James Dadd and the sub-committee members.

11. World Sailing Sailor Categorization Code

A report was received from Tom Rinda, Chairman of the Sailor Categorization Commission. It had been a challenging year we had been forced to shut down the Sailor Categorization database which had been kept on a server farm because it was the last area which had to migrate to a cloud system. This was announced in April, Tom managed to get agreement to keep the server in use until June, but then on-line access to Sailor Categorization ceased to exist as it had for many years.

As an emergency stop-gap we put in a manual application system that basically completed a pdf-type form, and the staff, largely Bunmi Fatunla had to manually enter all this data for the number of records we received over the summer. We were able somehow to satisfy the categorization requirements for the ORC Europeans and Worlds, the J/70, Melges 24 and any others such as the Swan Nations Cup that did require sailors to be categorized. We are still operating under that system.

What you will have been seeing when you log in to sailing.org is really a conglomeration of four different programs that are put together with the html interface. However the good news is largely due to a lot of work by Paul Deacon, we are about to see the launch of a new system that is brand new to World Sailing's on-line presence.

Tom thanked David Graham and the staff for their support in making it possible. He hoped this will be live and functional in November.

The Chairman thanked Tom and the Commission for all their work.

12. Equipment Cheating

2020 Minute 12 - Equipment Cheating

This issue had been noted at the 2019 and 2020 meetings.

Since the 2020 meeting it had been published on www.sailing.org/news/90730.php that the Judicial Board subsequently appointed a Disciplinary Investigating Officer ('DIO') to investigate the complaint in accordance with Regulation 35.6.12. Following his investigation, the DIO determined that he was not able to issue a charge of misconduct further to Regulation 35.6.13(b) as the complaint was not lodged within the time required by Regulation 35.6.2(c). The DIO issued a warning to Mr Brady in accordance with Regulation 35.6.13(b). The DIO took no further action in respect of Mr Kwok.

Matt Allen advised that the matter would be discussed in more detail in a closed session of this Committee at the end of this meeting.

David Graham (WS CEO), advised he had been dealing with this matter, which is on-going. The Disciplinary Investigating Officer, Dan Nowlan had done a thorough job. World Sailing has to work within the framework of it's regulations. David would hand over to Alex Brooks, (Interim Director of Legal & Governance) at the closed meeting to give more details.

Matt Allen noted that there had been some relevant changes to the Regulations of World Sailing.

Dan Nowlan commented that he was the DIO in this case and discovered that Regulation 35-Misconduct and Discipline needed to improved. He believed this has now taken place. He felt it was a shame that technicalities can stop matters and was disappointed he could not continue.

Matt Allen also thanked Dan Nowlan for all the volunteering you have done for the sport of sailing over many years.

13. Oceanic Concordat

The minutes were noted of the meeting of World Sailing Major Oceanic Event Organisers held in Paris on 16 December 2020.

The Chairman thanked Christophe Gaumont for organising the meetings over the last four years. Corinne Migraine has now taken over and reported that there is lot of work to do regarding the organisation of the calendar of Offshore and Oceanic events. The number of events are increasing which causes problems when events are at the same time. So we have discussions with organisers and classes to try to avoid those clashes in the calendar.

Whether the event is a World Sailing Special Event or not, having discussion at an early stage is important and to work together on an overall view.

14. 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 organisation was little affected by Covid, by the nature of the record attempts. WSSRC uses local commissioners who do not need to travel across international boundaries. We found a way for the inspections to be done virtually using cameras which was a work-around from the impediments of Covid. The boats that pursue records don't need to stop in the countries of the start and finish. They can do flybys where are witnessed by the commissioner and WSSRC black box. A number of record attempts continued through the last year. 'Maserati' in particular used those techniques and set five different records. In one of those record passages, Maserati took a record away from another MOD 70 trimaran, 'Powerplay' which had held the Cowes – Dinard record for less than five minutes.

Also highlighted were records set by Pamela Lee and Catherine Hunt sailing Figaro 3 'RL Sailing' Double Handed around Ireland and a women's round the world solo record set by Clarisse Cremer on 'Banque Populaire X'.

One aspect of the WSSRC work that has been impacted by Covid restrictions is the 500metre and one nautical mile record attempts, those have been affected due the travelling restrictions. But those events are starting to pick up due to the reduction of restrictions.

15. International Regulations Commission

Alan Massey, 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).

The Commission has been keeping a look out on your behalf regarding equipment technical issues through the International Standards Organisation (ISO) as well as the regulatory side through the International Maritime Organisation (IMO). Nothing of major significance has come up since the last conference that would directly affect the construction, equipment or operation of yachts or sport and leisure craft. But we are watching carefully some emerging regulatory and safety issues:

- (a) Maritime Security and Piracy, there are familiar concerns around the Straits of Malacca, Western Indian Ocean routes off East Africa, Red Sea and increasingly the Gulf of Guinea off West Africa. WS has previously issued security guidance on these areas for yachtsmen and that guidance needs to be updated. This will be an action for the Commission and we will progress that.

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- (b) Greenhouse Gas Emissions (GHG) – There is a lot of emphasis at the moment in the IMO on the targets for reduction in emissions of GHG, principally to ships of SOLAS convention size. We do need to be alert for future implications for much smaller vessels.
- (c) Polar Code – the evolving requirements of the Polar Code which stipulate some specific mandates for routing, environmental protection measures and search and rescue preparedness. There is a growing aspiration to extend these requirements to smaller vessels including fishing vessels bigger than 24m in length and at the moment pleasure yachts above 300 tonnes. Some nations and NGOs are pressing for further extensions that could implicate all vessels of all sizes navigating in polar waters. World Sailing has produced a Polar Yacht Guide that takes the spirit of the Polar Code provisions and is applying them to sailing craft in a proportionate and responsible way. This guide needs updating in light of the on-going changes to the Code, and we will work on that. Patrick Lindqvist from the Commission is leading on our behalf on this topic at IMO.
- (d) Changes to routing measures and Traffic Separation Schemes: Off Great Barrier Reef and Torres Strait, in Far North Queensland, Australia, NW France, Poland, western Norway which will in due course appear on new charts and sailing directions.
- (e) Satellite communications – some detailed updates on performance standards and carriage requirements for satellite communication systems mainly for Convention-size ships but potentially of interest to oceanic sailors particularly when connected with search and rescue systems.
- (f) Environment – we are also watching carefully a number of environmental issues regarding marine plastic litter, restrictions on some types of anti-fouling, and the end-of-life disposal of grp boats.
- (g) Autonomous surface vessels – we are becoming more alert to the risks presented to our sailing community by the proliferation of un-manned autonomous surface vessels. A lot of these vessels have yet-unproven technologies for situational awareness and collision avoidance, especially when they are operating in the vicinity of small vessels like ours in congested waters. There is a lot to be done on the regulatory front.
- (h) Shipping containers – we have been pro-active in discussions regarding the location and the management of containers lost overboard from ships, somewhere between 1500-3000 are lost per year. These can be extremely hazardous for yachts. In conjunction with a number of concerned States we hope to be able to bring pressure to bear on the IMO to introduce regulations on the tracking and recovery of such lost containers.
- (i) ISO Technical Committee TC/188 – Jason Smithwick has already reported on Working Group 18 regarding keel improvements. WG 3 and ISO 15085 Man Overboard Prevention and Recovery, Simon Forbes is monitoring the redrafting work. Stuart Carruthers is monitoring progress in SC1 Personal Safety Equipment on our behalf.

Matt Allen reiterated his personal experience of hitting a shipping container and felt that anything we can do to stop containers falling overboard would be very welcome. For us it was almost a disastrous outcome, we missed it by millimeters from taking the entire keel off our boat. Matt thanked Alan Massey and the Commission for all their work.

16. World Sailing Sustainability Agenda 2030

- (a) It was noted that the World Sailing Sustainability Agenda 2030 is available here: https://issuu.com/worldsailing/docs/sustainability2030_17may2018 (Page 11 to 14 includes the deliverables through technical standards)

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- (b) It was noted that other WS sustainability programmes can be found here:
<https://www.sailing.org/about/Sustainability.php#.YUG7IbhKiUI>

- (c) Ocean Race Sustainability Workshop

Jaime Navarro noted that he had been involved recently in the Ocean Race Sustainability Workshop, regarding sustainable boat-building where he chaired one of the working groups on 'how can rules further engage the commitment towards sustainability', how can rules and regulations and notice of race further promote sustainability in our events.

Anecdotally the life cycle assessment that 11th Hour Racing carried out regarding their new IMOCA 60 showed that the carbon footprint had doubled since 2010. The report from the Ocean Race Workshop is now available and will be shared with this committee.

17. Any Other Business

The next meeting of this committee will be the annual conference in Abu Dhabi in October 2022. [There will be a few other committees meeting in March 2022 at Mid-Year meeting in Abu Dhabi].

There being no further business at 1600 the meeting was adjourned.

A closed meeting continued regarding Item 12 Equipment Cheating.