Major Oceanic Event Organisers Minutes

Major Oceanic Event Organisers met at 11:30 – 16:30 hours on Friday 2 December 2016 at Fédération Française de Voile, 17 rue Henri-Bocquillon, 75015 Paris, France.

1. Opening of the Meeting 1 7. Updates World Sailing 8
2. Minutes of the Previous Meeting 1 8. Next Meeting 8
3. Updates from Classes 2 9. Any Other Business 8
4. Update on Concordat Races 4 Appendix 1 - Summary of Concordat and Other Events Calendar 2016-19 9
5. Update on non-Concordat Oceanic Races 6
6. Rolling 4 Year Events Program 7

Present:
Jacques Lehn – Chairman World Sailing Oceanic Panel
Alain Gautier – World Sailing Oceanic Panel
Mike Golding – World Sailing Oceanic Panel
Emmanuel Bachellerie - Collectif Ultim
Vanessa Boulaire – Class 40 – Office Manager
Marc Bouvet – Fédération Française de Voile
Jacques Caraes – Vendée Globe Race Director
Marion Cardon – Open Sports Management – Communication Manager
Hervé Favre – The Transat – La Route du Rhum - OC Sport – Offshore Sailing Events Director
Damien de Paz – Transat Québec St Malo – Race Director
Simon Forbes – World Sailing Technical and Offshore Manager
Gaëtan Gouérou – IMOCA – General Secretary
Damien Grimont – The Bridge 2017 – Director - Profil Grand Large
Jean Kerhoas – IMOCA – President
Jack Lloyd – Volvo Ocean Race – Advisor
Sylvie Viant -- Transat Jacques Vabre - Race Director

1. Opening of the Meeting

Jacques Lehn (Chairman) welcomed all present to the meeting. He noted that World Sailing organisation has a new President in Kim Andersen(DEN) and that the new Vice Presidents are: Jan Dawson(NZL), Anna Sanchez(ESP), Nadine Stegenwalner(GER), Torben Grael(BRA) while the following were re-elected: Quanhai Li (CHN) Gary Jobson(USA), and Scott Perry(URU),

Apologies were received from:
Sir Robin Knox-Johnston(Clipper Ventures), Halvard Mabire (Class 40), Peter Bayer(OSM), Laura Le Goff (Vendée Globe), Titouan Lamazou (Trophée Jules Verne), Xosé-Carlos Fernández (Barcelona World Race).

2. Minutes of the Previous Meeting

(a) Minutes

The minutes were noted of the Major Oceanic Event Organisers meeting of 10 December 2015 (which had been circulated and approved after the previous meeting).
(b) Minutes Matters Arising

There were no matters arising not otherwise covered on the agenda.

3. Updates from Classes

(a) Class 40

i) Class Activity

Vanessa Boulaire, presented developments. For 2016 so far there are 130 class members, 54 valid measurement certificates, 4 new boats were built and 2 more under construction. To date 150 Class 40 have been built. In the Class championship the top three places were filled by skippers from France, Spain and Great Britain. In the top 10 place there were three boats which were more than 5 years old.

ii) Evolution of class rules

A new rule which is under consideration is to permit a forward ballast tank in front of the mast, for use when sailing upwind. This will be discussed in January and go to a class vote.

iii) Calendar of class events

In 2016 the official Class 40 championship event calendar was: The Transat (10 boats), The Atlantic Cup(USA) 9 boats, Québec Saint-Malo (22 boats) and The Normandy Channel Race(FRA) 27 boats.

For 2017 the class championship events will be Grand Prix Guyader 29 April-8 May, Normandy Channel Race 11-21 May and the Transat Jacques Vabre. Other races are in consideration. There is a discussion regarding the RORC Fastnet Race because the Class need all Class 40 that wish to race to be accepted as entries, and not limited to just 20 boats as permitted by RORC.

(b) IMOCA 60

Jean Kerhoas and Gaëtan Gouérou presented an update:

i) Update on fleet

In December 2016, there were 29 active projects competing in Vendée Globe. 62 members of the association comprising 30 Full members and 32 Associate members. Nationalities: FRA, ESP, GBR, IRL, SUI, HUN, NED, JPN, USA, FIN, NZL.

The current Vendée Globe fleet is comprised of:

<table>
<thead>
<tr>
<th>Generation</th>
<th>Number of boats</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>6</td>
</tr>
<tr>
<td>2013-2014</td>
<td>1</td>
</tr>
<tr>
<td>2010</td>
<td>4</td>
</tr>
<tr>
<td>2007-2008</td>
<td>9</td>
</tr>
<tr>
<td>2005-2006</td>
<td>5</td>
</tr>
<tr>
<td>1998-2000</td>
<td>4</td>
</tr>
</tbody>
</table>
ii) Calendar of class events 2017-18

Gaëtan Gouérou presented the calendar of class events adopted by the IMOCA General Assembly.

<table>
<thead>
<tr>
<th>Race</th>
<th>Year</th>
<th>Number of crew</th>
<th>Coefficient</th>
</tr>
</thead>
<tbody>
<tr>
<td>RORC Fastnet</td>
<td>August 2017</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Transat Jacques Vabre</td>
<td>25 October 2017</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Transat NY- Barcelona</td>
<td>Early August 2018</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>La Route du Rhum</td>
<td>November 2018</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Barcelona World Race</td>
<td>12 January 2019</td>
<td>2</td>
<td>8</td>
</tr>
</tbody>
</table>

Mike Golding noted that the qualification races for the Vendee Globe 2016-17 had been a bit messy, and that one race seemed to be created just to allow boats to qualify without experiencing challenging conditions.

iii) Evolution of Class rules

Discussions regarding the class rules are planned after the Vendée Globe. No more changes are envisaged. The 2016 General Assembly guaranteed a minimum level of rule stability until 2020.

(c) Volvo Ocean 65

i) Organisation and Class Activity

Jack Lloyd reported in his role as an advisor to Volvo Ocean Race. His replacement as Race Director is Phil Lawrence who will be working part time until 1 January 2017. Mark Turner had been appointed as CEO and started in June.

VOR have signed an agreement with a group within the Lisbon port authority as a training base. The One Design Boatyard concept has been moved to Lisbon.

Currently the fleet of yachts are in Lisbon, with the exception of the ex ‘Team Vestas Wind’ which is being used by AkzoNobel for corporate sailing. New Boat #8 is under construction at Persico (ITA), with the deck built at Multiplast (FRA) going to Persico in January. Boat #8 will be the new ‘AkzoNobel’, Boat #1 is ‘Dongfeng’. The remaining boat teams are yet to be announced.

During the refit all the corrector weights will be taken out, the boats will do a couple of races in mid-May 2017, in the second-half of August 2017 the boats will be taken out of the water, corrector weights fitted, re-launched and then off on Leg 0 to Alicante.

New rules introduced include:

Crew number limitations

<table>
<thead>
<tr>
<th>7 Men</th>
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</thead>
<tbody>
<tr>
<td>7 Men + 1 or 2 Women</td>
</tr>
<tr>
<td>5 Women + 5 Men</td>
</tr>
<tr>
<td>11 Women</td>
</tr>
</tbody>
</table>
The crew numbers can be changed for each race leg.

Crew members will be able to send social media updates direct from the boat, following a rule change and technical development. The race had always prevented onboard internet access in order to ensure sporting equality and rule out any potential outside assistance from shore. The organisers will provide sailors with a ‘crew communicator’ that will allow them to transmit one-way updates on either their own or their team’s social channels to give fans of the race, more direct and raw multimedia content from the boats.

Each Volvo Ocean Race entry in the 2017-18 race, will also have an M32 catamaran shipped from port to port as part of their sponsor inventory. The specific aim is to increase the number of sponsor client, city and media guests that get to experience high performance sailing during the stopovers between the ocean legs.

ii) Calendar of Events

Jack Lloyd noted that they had considered joining ‘The Bridge’ race, though it may be too early for the last boats which go through the refit.

Participation in the RORC Rolex Fastnet Race 2017 will be mandatory. The start date for the Volvo Ocean Race is 22 October.

Regarding plans after the 2017-18 race, Mark Turner is reviewing the strategy with Volvo and looking at different options.

Jacques Lehn noted the potential conflict of start dates in 2020 with the Vendée Globe. He strongly recommended that the two event organisers keep in regular dialogue.

(d) ‘Ultim’ – Maxi Multihulls

i) Summary

Emmanuel Bachellerie on behalf of the “Collectif Ultim” summarised:

- 4 trimarans to compete in ‘The Bridge 2017’ (see Item 5(f)): Macif, Sodebo, Actual and Idec. Idec is not yet a member of the Collectif but mechanically the boat complies with the technical specifications. Gitana XVII which is under construction and currently outside the specifications on a couple of points remains under the attention of the Collectif.

- The Collectif’s technical framework are evolving with the assistance of Marc Bouvet(FFV), currently automatic foil adjustment is not permitted. Next discussions will take place in January 2017.

ii) Calendar

The Round the World Race will be organised in 2019. Brest is confirmed as the start port, with a start date of 15 November or later.

4. Update on Concordat Races

(a) Transat Québec St Malo 2016

Damien de Paz reported that they had held a great ninth edition of the race featuring 19 Class 40s, 4 Multi 50s, 1 open multihull and 2 big multihulls ‘Spindrift 2’ and ‘Oman Sail’ MOD70. The big multihulls started 3 days after the rest of the fleet and Spindrift overtook the leading Multi 50 at the entrance to the English Channel. The next race is planned for
Alain Gautier commented that as a competitor, the last day of the race was very interesting as 5 Class 40s finished within 2 hours in light conditions. It should be noted that the MOD 70 Oman Sail capsized. The crew were recovered and later the boat retrieved.

(b) Vendée Globe 2016-17
It was again noted that there is a potential clash between the next Vendée Globe and the Volvo Ocean Race in 2020. Jacques Caraes the Race Director said he would talk with CEO Laura Le Goff and it is expected discussions will be held with Volvo Ocean Race CEO Mark Turner.
Jacques Caraes said that [at time of the meeting] the first 25 days sailing conditions had been relatively good weather. There was already a big disparity between the first and last boats in the fleet, and probably a more stringent qualification is needed for the next race. Jacques noted that the organisers have to make several weather forecasts for the competitors as they are so spread apart. In the south, the ice limit is adjusted ahead of the leading boats, this is not then adjusted for the following boats, although the last boats are given up dated ice reports.
Alain Gautier noted that the level of the competitor is as relevant as the age of the boat. For example professional solo sailor Romain Attanasio sailing a 1998 boat compared with the relative newcomer to solo offshore racing Pieter Heerema sailing a 2016 boat.
Herve Favre questioned whether ice gates are better than the continuous barrier used by the Vendée Globe? Jacques Carares said that when we have an ice zone we can be more precise when we order the satellite photos which now have a 80/100 metre resolution. Mike Golding felt that sailing along an ice exclusion barrier was stressful - like sailing along a lee shore for 11,000 miles.
Jacques Carares noted that infringing the ice limit incurs a minimum penalty of 24 hours, except if you return back to the position that you entered the exclusion zone. The ice limit has already been adjusted three times, in response to satellite photos. The limit south of Australia is to meet Search and Rescue requirements from the Australian authorities.

(c) Volvo Ocean Race
The next Volvo Ocean Race will start 22 October 2017 from Alicante. The route will be:
Alicante(ESP) - Lisbon(POR) - Cape Town(RSA) - Hong Kong(CHN) – Guangzhou(CHN) - Auckland (NZL) - Itajai (BRA) - Newport-R.I.,(USA) - Cardiff(GBR) – Gothenburg (SWE) – The Hague (NED).
It is planned that there will be 8 boats racing.

(d) La Route du Rhum 2018
Hervé Favre reported that OC Sport is in discussions with Region Guadeloupe. Classes will be the same as 2014, but with the change to split the Rhum Class for older boats into separate Rhum Multi and Rhum Mono. Another change is that the Race Village is Saint Malo will be open for three weekends instead of two. The prologue race used from Saint Malo for the Transat Bakerley was successful with the boats sailing in front of the iconic city walls, so an exhibition race for each class is planned. For the actual race, all classes will sail the same course. There is not yet an agreement with St Malo but it would be difficult to go to a different host port. In terms of entry limits, the St Malo marina limit is 100 boats, if there are more entries the organisers will try to take more boats on a first come first served basis. The problem is the exit locks of the Bassin Vauban.
(e) Barcelona World Race
Gaëtan Gouérou gave an update, highlighting changes contemplated to the race format. With the objective to make the race a bit easier to train new skippers on IMOCA 60 boats:
1 – One stopover in Sydney (to be confirmed)
2 – A possible change of co-skipper at stopover
3 – A re-start with all the boats together
4 – A later start date - 12 January 2019 to be confirmed.
The plan is that the re-start would be about 10 days after the leaders arrive and would not wait for the last boat to finish. The intention is to limit the age of IMOCA 60s that can compete in order that the fleet do not get too spread-out. Mike Golding questioned how this age limit could be established in a development class, and noted that some IMOCA members would not be able to race their older IMOCA 60s.

(f) The Transat 2020
Hervé Favre said that the plan is to run The Transat race again in May 2020. The value of the 2016 race media coverage is estimated at €24 Million.

5. Update on non-Concordat Oceanic Races
(a) Trophée Jules Verne attempts 2016-17
Francis Joyon and a crew of five are making attempts on the Trophée Jules Verne during the winter 2016-17 aboard ‘Idec Sport’. [Subsequent to the meeting Idec Sport passed Cape Horn with an advance of 2000 miles over the current record, in a time of 26 days 15 hours 45 minutes subject to ratification.]
On the solo record, at the time of the meeting Thomas Colville was attempting the solo around the world record on ‘Sodebo’. [Subsequent to the meeting he established a new solo record of 49 days 3 hours, subject to ratification.]

(b) OSTAR and TWOSTAR 2017
The Royal Western Yacht Club in Plymouth(GBR) are organising a transatlantic race with solo (OSTAR) and double-handed divisions (TWOSTAR) for monohulls and multihulls between 27 and 60ft. The race will start on Monday 29 May 2017. [Subsequent to the meeting it is noted: The OSTAR has 7 confirmed entrants and the TWOSTAR has 5 confirmed entrants.]

(c) The Bridge 2017
On behalf of Profil Grand Large, Damien Grimont reported on a race which aims to get large multihulls (Ultims, and MOD 70s) to race against ‘Queen Mary 2’ to New York. The first aim is to get the boats competing against the QM2, the second aim is a sailing race. ‘Queen Mary 2’ will depart St Nazaire on 25 June 2017 and is scheduled to arrive on 1 July at 0700hrs.
The transatlantic race is part of a major festival called ‘The Bridge 2017” to celebrate the 100th anniversary of the arrival of US troops in France during World War 1. The event has the backing of seven French government ministries. The event will celebrate how the US soldiers introduced jazz music and basketball to France. In New York there is strong association with a 1st World War Association.
The Ultim trimarans will be based in the heart of Nantes for one week and will then head down the Loire to Saint Nazaire. An armada involving warships from 12 countries will be
on parade.
It was noted that the Notice of Race specifies, (following a request from the Collectif Ultim) a maximum of six crew and a minimum of two. OC Sport are organising the sporting part of the event.

(d) Clipper Round the World Race 2017-18
Sir Robin Knox-Johnston sent his apologies. It was noted that a Concordat agreement with Clipper Ventures was being finalised.

(e) Transat Jacques Vabre 2017
Sylvie Viant advised that the next race is planned to start 5 November 2017. The Notice of Race will be published during the Paris Salon Nautique but the destination port has not yet been finalised between Salvador de Bahia (BRA) and Cartagena (COL). The same classes are planned as for the 2015 race. Regarding the large multihulls the Notice of Race eligibility is:
- Ultim Class: multihulls according to the rules of the Ultim collective, A multihull not compliant with the rules of the ULTIM collective may ask Race Management for authorisation to belong to this class. RM will give its response after consulting the ULTIM collective,

Alain Gautier noted that Collectif Ultim have so far taken the position that they are not a a “Class Association”, so how can the Notice of Race treat them like a class association?

(f) Transat AG2R
The 2018 two handed transatlantic race will start mid-April and be the last held using Figaro II boats, before the change to the Figaro 3. A change to the race rules will allow mobile phones for uploading photos during the race.

(g) Golden Globe 2018
This solo non-stop round the world race is organised by Don McIntyre (AUS). The race is scheduled to start from Falmouth (GBR) on June 14th 2018 (50 years to the day from when ‘Suhaili’ sailed by Robin Knox-Johnston start the original Golden Globe race).
Notice of Race has been published. There are 30 entries with 7 on a waiting list.
The eligible boats are approved GRP production monohulls (minimum 20 boats built of the series) 32-36ft hull length with a minimum displacement of 6,200kg and full-length keels with rudders attached to the trailing edge.

(h) Ultim World Tour 2019
It is hoped that there will be between 5 and 7 large multihulls racing.

(i) OSM New York-Les Sables d’Olonne 2020
Marion Cardon reported on positive feedback from the 2016 race, IMOCA Class have not yet voted on the event calendar. OSM’s contract runs to the end of 2017.

6. Rolling 4 Year Events Program

(a) The 4 year rolling events program 2016-2019 found in Appendix 1 was reviewed and updated. The rolling 4-year program in Appendix 1 was approved and is now endorsed by World Sailing.
7. **Updates World Sailing**
   (a) The World Sailing – Racing Rules of Sailing 2017-2020
       A new edition of the Racing Rules for 2017-2020 will be effective 1 January.
   (b) Offshore Special Regulations – Plan Review
       David Lyons is undertaking a project on behalf of World Sailing reviewing the possibilities of expanding the Building Plan Review Scheme to include some aspect of in-build validation in respect to items such as keel attachment where failure is likely to be catastrophic.

8. **Next Meeting**
   **Friday 16 June 2017 1130-1630 at FFV, Paris.**

9. **Any Other Business**
   There being no further business the meeting concluded at 1545.

Attached: Appendix 1 Summary of Concordat and Other Events
### Appendix 1 - Summary of Concordat and Other Events Calendar 2016-19

<table>
<thead>
<tr>
<th>Concordat Events</th>
<th>Classes</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barcelona World Race</td>
<td>IMOCA 60</td>
<td></td>
<td></td>
<td></td>
<td>12 Jan</td>
</tr>
<tr>
<td>Volvo Ocean Race</td>
<td>Volvo Ocean 65</td>
<td>22 October</td>
<td></td>
<td></td>
<td>October *</td>
</tr>
<tr>
<td>The Transat</td>
<td>Monohull IMOCA 60 Class 40</td>
<td></td>
<td></td>
<td></td>
<td>May</td>
</tr>
<tr>
<td></td>
<td>Multihull ‘Ultim’ &gt;60’ Multi 50</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Vendée Globe</td>
<td>IMOCA 60</td>
<td></td>
<td></td>
<td>February</td>
<td>Early Nov*</td>
</tr>
<tr>
<td>Québec St Malo</td>
<td>Monohull IMOCA 60 Class 40</td>
<td></td>
<td></td>
<td></td>
<td>July</td>
</tr>
<tr>
<td></td>
<td>Multihull ‘Ultim’ &gt; 70’ Multi 50</td>
<td></td>
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<tr>
<td></td>
<td>‘Multihull 39’-70’</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Route du Rhum</td>
<td>Various Classes</td>
<td></td>
<td></td>
<td>Late Oct- Early Nov</td>
<td></td>
</tr>
</tbody>
</table>

* subject to confirmation

<table>
<thead>
<tr>
<th>Other Oceanic Events</th>
<th>Classes</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transat Jacques Vabre</td>
<td>Monohull IMOCA 60 Class 40</td>
<td>5 Nov</td>
<td></td>
<td></td>
<td>Oct/Nov</td>
</tr>
<tr>
<td>Transat B2B</td>
<td>IMOCA 60</td>
<td></td>
<td></td>
<td></td>
<td>Dec?</td>
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<tr>
<td>New York-Vendée</td>
<td>IMOCA 60</td>
<td></td>
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<td>May/June*</td>
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<tr>
<td>New York-Barcelona</td>
<td>IMOCA 60</td>
<td></td>
<td></td>
<td>May/June*</td>
<td></td>
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<tr>
<td>Clipper</td>
<td>Clipper 70</td>
<td></td>
<td></td>
<td>End Aug</td>
<td>End Aug</td>
</tr>
<tr>
<td>OSTAR + TWOSTAR</td>
<td>Monohull + Multihull 27’ – 60’</td>
<td>29 May</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Transat AG2R</td>
<td>Figaro</td>
<td></td>
<td></td>
<td>Mid-April</td>
<td></td>
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<tr>
<td>The Bridge</td>
<td>Multihull 70’+</td>
<td>25 June</td>
<td></td>
<td></td>
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<tr>
<td>World Tour</td>
<td>Multihull Ultim 80’-105’</td>
<td></td>
<td></td>
<td></td>
<td>15 Nov/31 Dec</td>
</tr>
<tr>
<td>Golden Globe</td>
<td>Approved Monohull 32’ – 36’</td>
<td></td>
<td></td>
<td></td>
<td>14 June</td>
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<tr>
<td>Other Events</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>America’s Cup</td>
<td>AC 48</td>
<td>26 May/June</td>
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</tbody>
</table>
Major Oceanic Event Organisers met at 11:30 – 16:30 hours on Friday 16 June 2017 at Fédération Française de Voile, 17 rue Henri-Bocquillon, 75015 Paris, France.

Present:
Jacques Lehn – Chairman World Sailing Oceanic Panel
Mike Golding – World Sailing Oceanic Panel
Matt Allen – World Sailing Oceanic & Offshore Committee Vice Chairman
Vanessa Boulaire – Class 40 – Office Manager
Marion Cardon – Open Sports Management – Communication Manager
Hervé Favre – The Transat – La Route du Rhum - OC Sport – Offshore Sailing Events Director
Simon Forbes – World Sailing Technical and Offshore Manager
Christophe Gaumont – FFV & World Sailing Special Regulations Sub-committee and O&O Committee
Titouan Lamazou - Association Trophée Jules Verne - President
Laura Le Goff – Vendée Globe CEO
Halvard Mabire – Class 40 - President
Antoine Mermod – IMOCA President
Sylvie Viant — Transat Jacques Vabre - Race Director

1. **Opening of the Meeting**
Jacques Lehn (Chairman) welcomed all present to the meeting.

Apologies were received from:
Alain Gautier, Sir Robin Knox-Johnston (Clipper Ventures), Phil Lawrence (Volvo Ocean Race), Xosé-Carlos Fernández (Barcelona World Race).

Jacques Lehn reported that this would be the last meeting that he would be Chairman. Jacques had retired from the World Sailing Oceanic and Offshore Committee. The Chairman of the Oceanic and Offshore Committee is Stan Honey(USA) and the Vice-Chairman Matt Allen(AUS). The plan is that Christophe Gaumont(FRA) will be the Chairman of the December 2017 Major Oceanic Event Organiser meeting.

2. **Minutes of the Previous Meeting**
(a) Minutes
The minutes were noted of the Major Oceanic Event Organisers meeting of 2 December 2016 (which had been circulated and approved after the previous meeting).

(b) Minutes Matters Arising
There were no matters arising not otherwise covered on the agenda.
3. Updates from Classes

(a) Class 40

i) Class Activity

Class 40 Boat number #152 is under construction, 45 boats are still at the top level of competition. Around 5-7 new boats are built each year. The second-hand market is strong. Phil Sharp with the 2011 Manuard-design is still winning races. The average price of a new boat is €550,000 ex VAT. 27 used boats were sold at the right price. The market is very international, the most of any international offshore class. 13 yacht designers have been involved. Halvard Mabire noted that in the Ultim or IMOCA Classes with a large budget, the teams do not take a risk and only choose the experienced designers in that class.

Entries for the RORC Rolex Fastnet Race show the Class 40 to be the largest non-IRC rated class. Halvard said that the big concern of the class in the long term is the need for the class to have its own big event. Multiple-class transatlantic events highlight the media promotion difficulty for professional Class 40 skippers at the finish, when there is a long period between the first Ultim and the first Class 40. Within the Class 40 there is an expectation of an Around the World race. French skippers seek a solo non-stop round the world race, while international skippers with private funding are looking for double-handed or fully-crewed round the world race with stop-overs.

Halvard’s overall view is the Volvo Ocean Race is in a One Design, the BOC/Velux 5 Oceans has stopped, the Vendée Globe is far from its origins, the Golden Globe is attracting experienced sailors such as Jean-Luc van den Heede, it is affordable but the boats are really out-dated. The Class 40 is working on this project, the Class does not want to be the race organiser, it has started talking to some potential organisers. The Open 50 Class disappeared from the Vendée Globe, the aim of the Class 40 round the world race is to create an affordable race. Four or five class members are already planning to race, other people will come into the class to do the race.

So, the Class 40 are open for any discussions.

ii) Evolution of class rules

No big modifications planned, there is a good ratio of boats starting races to boats finishing races.

iii) Calendar of class events

Events there is the Les Sables-Horta(Azores) with about 20 entries, Normandy Channel Race, RORC Fastnet Race 38 entries, Transat Jacques Vabre 18 entries. French races are less attractive to foreign skippers.

(b) IMOCA 60

Antoine Mermod, presented an update of the new IMOCA Board:

IMOCA President: Antoine Mermod(FRA), Vice President: Alex Thomson(GBR), General Secretary; Tanguy de la Motte(FRA), Paul Meilhat(FRA), Conrad Coleman (NZL).

i) Update on fleet

Antoine Mermod reported a positive period for the IMOCA 60 Class. A good number of boats finished the Vendée Globe. The class made a strong choice to stick with an open development class with foils adding visual attraction, performance and safety.
Antoine observed that the foils reduce nose-diving by increasing longitudinal stability. The fleet was cut in two compared with the pre-2012 fleet. Collisions with objects remain a problem and more thought into object detection and the consequence of collisions is needed.

Seven of the fleet were fitted with foils, 3 or 4 more boats are being modified, so there will be 10 or 11 with foils. Two new boats are being built (Hugo Boss and one at CDK). There could be 6-10 new boats at the start of the 2020 Vendee Globe. So, there could be a 50% balance with more-affordable older boats. The Vendée Globe would like to attract lots of boats from different countries as the 2016-17 race was really French.

Many IMOCA 60s were sold one month after the Vendée prize-giving, leaving none for sale.

Antoine noted that a new boat costs between €3.2 million-4.8 million. ‘No Way Back’ cost €4.2million two years ago. ‘No Way Back’ was sold after the Vendee for €3.2million. As shown by the 2010-generation ‘PRB’ the performance of the boats is not so much faster, except when reaching, which can create splits in the fleet at weather transition zones.

Matt Allen asked whether there were any restrictions on the number of board/foils that could be used. Antoine felt this was not an issue with only two major races per year.

Antoine felt that in his opinion there had been a mistake in the class rule in not restricting the size of the foils. Hugo Boss’s foils are much bigger, and in Antoine’s opinion it would have been clever to have limited the span of the foil so that both port and starboard foils could be fully retracted at the same time. (‘Gitana’ was forced to retire from the Vendée due to damage to the windward foil in rough conditions).

The stainless steel one design keels on the 6 new boats did not have issues and remain under warranty.

Jacques Lehn asked what are IMOCA’s views on the new Volvo 60ft design ?

Antoine said that he had a one talk with Volvo Ocean Race. He noted that IMOCA is a skipper’s association with players and events. Volvo is a private company with a philosophy of a global story by one Board and they want to change all the world of sailing. There is a big confusion with the new boats and with the Barcelona World Race 2019 and the Volvo 2019/2020. Antoine noted that the IMOCA Class chose not to go one design in 2013. In the IMOCA Executive meeting the view was that there are enough IMOCA 60 and it is not in IMOCA’s interest to add a fleet modified from the new Volvo 60 one design. IMOCA’s intention is to have good rules, good races and a better circuit.

Herve Favre questioned the value of the Concordat agreement if Volvo could change schedules without consultation of this meeting.

ii) Evolution of Class rules

Some small changes have been made regarding foil adjustment.

(c) Volvo Ocean Race

i) Organisation and Class Activity

Volvo Ocean Race Director Phil Lawrence sent his apologies, VOR were hosting a three-day seminar at the same time. Eight Volvo Ocean 65s will start the 2017-18 race on 22 October 2017.

Volvo have announced that for the subsequent race there will be a new one design
by Guillaume Verdier. Yet to be named, this will be a foil-assisted, partially flying, 
canting-keel monohull. Likely to have more keel, more rig and more structure than an 
IMOCA 60, the new boat's design is aimed purely at the Volvo Ocean Race. 

By coincidence Mark Turner (Volvo Ocean Race CEO) says the platform has ended 
up being much the same size as an IMOCA 60. 

So, Volvo decided to make it possible to transform the new Volvo boat into a Vendee 
Globe-compliant IMOCA 60 if required. But Mark Turner stresses this was decidedly 
a secondary feature - the brief was 'the right boat for the Volvo Ocean Race'. Some 
participants of this meeting questioned this approach in reality, and wait for more 
details. 

There will also be a foiling catamaran for stop-over-port racing. 

ii) Calendar of Events 

Regarding plans after the 2017-18 race, VOR have reviewed the strategy with Volvo 
and announced that the subsequent Volvo Ocean Race will start in October 2019, 
and will be held every two years, avoiding a direct clash with the Vendée Globe 
2020.

(d) ‘Ultim’ – Maxi Multihulls 

A report from Emmanuel Bachellerie Coordinator of the “Collectif Ultim” was received 
which summarised: 

i) Work has continued on looking at skipper’s safety 

ii) Automatic foil adjustment 

- Authorised by World Sailing Speed Record Council since the beginning of 
  2016 for offshore racing. 
- Not permitted by the Collectif Ultim until end of 2017 
- Discussions will be opened between the end of August and the end of 
  December 2017 to decide it the rule will be amended. 

iii) The fleet 

- Two boats respect and finally will respect our framework (“Idec” and “Gitana 
  XVII” to be launched this summer.) 
- One other boat could be included in the Collectif framework, (the sistership of 
  ‘Actual’ which was the property of the late Guo Chuan). 
- And the last one will be ‘Sodebo V’ which will be launched in the beginning of 
  2019, while the current Sodebo IV could be sold to Vincent Riou. 

iv) Calendar 

- 2017 Summer – The Bridge, St Nazaire – New York 
- 2017 (Autumn/Winter) Transat Jacques Vabre (Gitana and Sodebo) and 
  record attempts (MACIF – solo Round the World) 
- 2018 (Autumn) La Route du Rhum – Herve Favre noted that there could be 7 
  Ultims, any boats which respects the rules can enter - it is not a requirement to 
  be a member of the collectif. 
- 2019 (Spring) in development
4. Update on Concordat Races

(a) Vendée Globe 2016-17
Laura Le Goff reported that media coverage had increased 1274 hours of TV had been distributed, 350% increase of followers on Facebook, 450,000 playing the virtual Vendée Globe. The race village at the start recorded a 25% increase. 18 skippers arrived back at Les Sables d’Olonne. Planning to start appointing in July a Race Director for 2020. Laura Le Goff agreed to supply more detailed media statistics.

(b) Volvo Ocean Race
The next Volvo Ocean Race will start 22 October 2017 from Alicante. The route will be:
Alicante(ESP) - Lisbon(POR) - Cape Town(RSA) - Hong Kong(CHN) – Guangzhou(CHN) - Auckland (NZL) - Itajai (BRA) - Newport-R.I.(USA) - Cardiff(GBR) – Gothenburg (SWE) – The Hague (NED).
There will be 8 Volvo Ocean Race 65 boats racing.

(c) La Route du Rhum 2018
Hervé Favre reported that the start is 99% confirmed for 4 November 2018, just awaiting the elections and government confirmation of holidays in September. Destination Guadeloupe are back as title sponsor. The fleet limit is 100, a problem will be the Ultims that do not fit through the lock gates into Bassin Vauban. A Race Director will be appointed able to define all the rules including qualification before the Transat Jacques Vabre start, including the Notice of Race by September 2017.

(d) Barcelona World Race
Antoine Mermod gave an update, highlighting changes contemplated to the race format. With the objective to make the race a bit easier to train new skippers on IMOCA 60 boats:
1 – One stopover in Sydney
2 – A possible change of co-skippers at Sydney
3 – A re-start with all the boats together
4 – A later start date - 12 January 2019.
The plan is that the Sydney re-start will be on 9 March 2019. Boats failing to re-start 48 hours after the re-start will “have to give up”. All IMOCA 60s with valid certificates may enter. (An earlier plan to limit eligibility of older boats has been dropped.)

(e) The Transat 2020
Hervé Favre said that the plan is to run The Transat race again in May 2020. Nothing new to report at the moment.
(f) Transat Quebec-St Malo 2020
Nothing new to update.

5. Update on non-Concordat Oceanic Races
   
   (a) Trophée Jules Verne attempts 2016-17
   Titouan Lamazou - Association Trophée Jules Verne – President reported that it was the 25th Anniversary of the formation of the Association for the outright Round the World Record. In 25 years the record time has reduced by nearly 50%. The iconic Trophée Jules Verne which is the property of the French State.

   (b) OSTAR and TWOSTAR 2017
   The Royal Western Yacht Club in Plymouth (GBR) organised a transatlantic race with solo (OSTAR) and double-handed divisions (TWOSTAR) for monohulls and multihulls between 27 and 60ft. 21 yachts started the race on Monday 29 May 2017.
   On the 9th June some of the fleet encountered a low of 967mb with 60 knot winds, 15m seas and 4 yachts were abandoned. Race Director John Lewis had commented that he had excellent liaison with Halifax JRCC.
   - ‘Tamarind’ a Formosa 42 was knocked-down, a cabin window broke with severe flooding and rudder failure. Mervyn Wheatley was rescued by the ‘Queen Mary 2’. The yacht had sailed over 147,000 miles including 19 Atlantic crossings.
   - ‘Happy’ was dismasted, abandoned and scuttled following rescue of the crew by a tug boat. The yacht was a Sunfast 37 built in 2000.
   - ‘Furia’ struck an object and was abandoned. The yacht was Luffe 37 built in Denmark in 2014.
   - ‘Illumia 12’ Classe 950 sustained keel damage and the skipper abandoned to a helicopter.
   The race was won by the 50ft ‘Vento de Sardegna’ finishing on 15 June at 1606UTC.

   (c) The Bridge 2017
   The first aim is to get the boats competing against the ‘Queen Mary 2’, the second aim is a sailing race. ‘Queen Mary 2’ will depart St Nazaire on 25 June 2017 and is scheduled to arrive on 1 July at 0700hrs. The boats racing are the Ultims: ‘Macif’, ‘Sodebo’, ‘Idec Sport’ and ‘Actual’.
   OC Sport are organising the sporting part of the event.

   (d) Clipper Round the World Race 2017-18
   Sir Robin Knox-Johnston sent his apologies. It was noted that a Concordat agreement with Clipper Ventures was still to be finalised.

   (e) Transat Jacques Vabre 2017
   Sylvie Viant advised that the race starts 5 November 2017, the destination is Salvador de Bahia. 35-40 boats are expected: 3 big multihulls, 5-7 Multi 50, 10-12 IMOCA 60, 18-20 Class 40. All classes will sail the same course.

   (f) Melbourne – Osaka 2018
   The organisers of the Melbourne-Osaka Race have asked World Sailing for recognition

It was agreed to add the Melbourne-Osaka 2018 race to the Appendix 1 as a non-concordat race.

(g) Transat AG2R 2018

These will start Mid-April 2018 and be the last Transat with Figaro 2. The results will count towards the FFV championship, which means it will be essential to compete.

6. Rolling 4 Year Events Program

(a) The 4 year rolling events program 2017-2020 found in Appendix 1 was reviewed and updated. The rolling 4-year program in Appendix 1 was approved and is now endorsed by World Sailing.
7. **Next Meeting**

   **Thursday 7 December 2017 1130-1630 at FFV, Paris.**

8. **Any Other Business**

   (a) Christophe Gaumont highlighted a recent man overboard rescue in the Armen Race. A yacht with a double-handed crew lost one crew overboard at night. The MOB was rescued by another yacht due to alerting and location by the personal AIS device worn by the MOB.

   (b) World Sailing had proposed to the International Olympic Committee an Offshore Showcase event for the Tokyo 2020 Olympics. The proposal is for a 9-10m yacht with one man and one woman. Matt Allen noted that the event might take place 4 days before the Olympic Competition. A decision may not be made for another 2-3 months.

There being no further business the meeting concluded at 1545.

Attached: Appendix 1 Summary of Concordat and Other Events
## Appendix 1 - Summary of Concordat and Other Events Calendar 2017-20

<table>
<thead>
<tr>
<th>Concordat Events</th>
<th>Classes</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
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<tbody>
<tr>
<td>Barcelona World Race</td>
<td>IMOCA 60</td>
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<td>12 Jan</td>
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<tr>
<td>Volvo Ocean Race</td>
<td>Volvo Ocean 65</td>
<td>22 October</td>
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<td>October</td>
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<td>The Transat</td>
<td>Monohull IMOCA 60</td>
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<td>May</td>
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<td>Class 40</td>
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<td></td>
<td>Multihull Ultim &gt;60'</td>
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<td></td>
<td>Multi 50</td>
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<tr>
<td>Vendée Globe</td>
<td>IMOCA 60</td>
<td>February</td>
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<td>Early Nov</td>
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<tr>
<td>Québec St Malo</td>
<td>Monohull IMOCA 60</td>
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<td></td>
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<td>39’-70’</td>
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<td></td>
<td>Multihull Ultim &gt; 70’</td>
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<td>Multi 50</td>
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<td>39’-70’</td>
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<tr>
<td>Route du Rhum</td>
<td>Various Classes</td>
<td>4 Nov</td>
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* subject to confirmation

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<tr>
<th>Other Oceanic Events</th>
<th>Classes</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
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<td>Transat Jacques Vabre</td>
<td>Monohull IMOCA 60 Class 40</td>
<td>5 Nov</td>
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<td>Oct/Nov</td>
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<td>Multihull Ultim 70’-105’ Multi 50</td>
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<td>Transat B2B</td>
<td>IMOCA 60</td>
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<td>New York-Vendée</td>
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<tr>
<td>New York-Barcelona</td>
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<td>May?</td>
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<tr>
<td>Clipper</td>
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<td>End Aug</td>
<td>End Aug</td>
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<td>OSTAR + TWOSTAR</td>
<td>Monohull + Multihull 27’ – 60’</td>
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<td>Transat AG2R</td>
<td>Figaro</td>
<td>22 April</td>
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<tr>
<td>The Bridge</td>
<td>Multihull 70’+</td>
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<td>Nice-Ultim Mediterranean</td>
<td>Multihull Ultim 80’-105’</td>
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<td>World Tour</td>
<td>Multihull Ultim 80’-105’</td>
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<td>15 Nov/31 Dec</td>
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<tr>
<td>Golden Globe</td>
<td>Approved Monohull 32’ – 36’</td>
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<tr>
<td>Melbourne-Osaka</td>
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<tr>
<td>Normandy Channel Race</td>
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<td>27 May</td>
<td>May/Jun</td>
<td>September</td>
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</tbody>
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## Other Events

| America’s Cup          | AC 48                                 | 26 May/June | ? |