Major Oceanic Event Organisers – Minutes

Major Oceanic Event Organisers met at 11:00 – 16:00 hours on Monday 9 December 2013 at, Fédération Française de Voile, located at 17 rue Henri-Bocquillon, 75015 Paris, France.

1. Opening of the Meeting
2. Minutes of the Previous Meeting
3. Updates from Classes
4. Reports on Recent Races
5. Forthcoming non-Concordat Oceanic Races
6. Forthcoming Concordat Oceanic Races
7. Rolling 4 Year Events Program
8. Report from ISAF 2013 Annual Meeting in Oman
9. Next Meeting

Present:

Jacques Lehn – Chairman ISAF Oceanic Panel, (Chairman ISAF Oceanic and Offshore Committee)
Alain Gautier – ISAF Oceanic Panel

Concordat Events:
David Brabis – Vendée Globe – General Manager
Gilles Chiori – La Route du Rhum – Pen Duick – Race Director
Patrice Clerc – The Transat – President OC Sport
Hervé Favre – The Transat - OC Sport Event Director
Jack Lloyd – Volvo Ocean Race – Race Director

Oceanic Classes:
François Angoulvant – Class 40 – President
Muriel Robin – Class 40 – Director
Franck David – (MOD70) Multi One Design S.A. – Chief Executive Officer
Luc Talbourdet – IMOCA 60 – President
Jeremy Troughton – Open Sports Management – Operations Director

Also Present:
Simon Forbes – ISAF Technical and Offshore Manager

Apologies:
Mike Golding – ISAF Oceanic Panel
Jerome Pels – ISAF Oceanic Panel, (ISAF Chief Executive Officer)
Sylvain Gagné – Québec St Malo - President
Sir Robin Knox-Johnston – Velux 5 Oceans/Clipper Ventures
Andor Serra - Barcelona World Race – General Manager
Manfred Ramspacher – Transat Jacques Vabre - Sports Director (C.E.O. Sirius Evenements)
Josh Hall – Global Ocean Race 2014-15 – Race Director
1. Opening of the Meeting
Jacques Lehn welcomed participants to the eighth meeting following the introduction of the ISAF Oceanic Concordat for Major Oceanic Event Organisers. He summarised that the ISAF Major Events Organisers are the race organisers who sign the ISAF Oceanic Concordat agreement. ISAF has endorsed the start dates of these races and the organisers have agreed to meet with ISAF to discuss items of mutual interests such as the 4 year programme, safety, use of Racing Rules of Sailing etc.

Scheduling of the meeting – Alain Gautier and Luc Talbourdet requested a modification to the schedule of the World Yacht Racing Forum to avoid clashing with the Paris Boat Show in future. It was agreed to ask Jerome Pels, ISAF CEO, if he could raise this with the World Yacht Racing Forum organisers.

2. Minutes of the Previous Meeting
   (a) Minutes
       The minutes of the Major Oceanic Event Organisers meeting of 23 May 2013 were approved to be signed.
   (b) Minutes Matters Arising
       There were no matters arising not covered elsewhere on the agenda.

3. Updates from Classes
   (a) Class 40
      i) Evolution of class rules
         François Angoulvant reported that the class was making small evolutions to the class rules in order to avoid differences in performance between boats, to limit costs and to maintain the lifecycle of boats. One modification is that the hull freeboard average measurement will exclude the 2m at the bow and stern. Boats built before the rule change will be grandfathered.

         - A new Class 40 boat costs between € 300,000 to 600,000, - the majority of the new boats cost between € 400,000 – 500,000
         - 5 to 7 boats will be built during 2014, all new different models. 33 boats have raced in 2013 in races organised by the Class. Other boats raced in USA or Royal Ocean Racing Club races. The current fleet has a distribution of 33% of the boats are less than 2 years old, 33% are three years old and the remaining 33% are 5 to 6 years old. The ratio of Professional Skippers / Corinthians Skippers is approximately equal for the Route du Rhum 2014. In the Transat Jacques Vabre 2013 the ratio is 30% professional, 70% Corinthians.

      ii) Calendar of class events
          2013 Calendar:
          Normandy Channel Race (22 entries), Les Sables les Açores (18 entries), Transat Jacques Vabre (26 entries) and Rolex Fastnet Race (18 entries). The Class 40 World Championship was cancelled.
2014 Calendar:
Grand Prix Guyader ; Normandy Channel Race ; Record SNSM (qualification Route du Rhum) ; Class 40 World Championship – Douarnenez, France
2015 Calendar : same as 2013

(b) IMOCA 60

Luc Talbourdet, President of IMOCA, presented developments.

Class Rules evolutions:
An extraordinary general assembly is scheduled shortly after this meeting to review the new rules voted in at the annual meeting and to check if some amendments will be necessary and to finalise the rules so that new boats may start building. The issue is to make sure that new boats built under the new class rules will not be slower than existing boats.

New rules concern the stability, ballast tanks and keel:
- Water Ballast tanks: reduced in number
- Keel: development of a safer one design keel system. The new system will be required for all boats built in 2014. Grand-fathering rules will apply for older boats.

Many of the older boats will adopt the one design keel developed by the IMOCA Class. All boats which will build a new keel shall respect the one design rules concerning the new IMOCA Keel system. The cost of the one design keels is approximately half the price of a one-off keel.

Three new boats are ready to be built: Banque Populaire, Safran, Hugo Boss. There is also a new boat built by Nandor Fa (HUN) under the 2013 IMOCA Rules. These new projects are a positive sign for the class. One of the main goals of IMOCA is to attract new teams. Cost of an IMOCA boat: €3.5-5 million.

2014 Calendar:
New York – Barcelona Race: starting 1st June 2014 (Double handed + media man) 8 boats anticipated.

Route du Rhum - in November

Barcelona World Race 10 to 14 boats start 31 December 2014

IMOCA Ocean Master: 5 Year contract. The goal of this structure is to promote and sell the IMOCA World Championship to financial partners and to generate new IMOCA Projects.

IMOCA is looking to find solutions between the two pinnacle events of the IMOCA Class, (Vendée and Barcelona World Race) so that they use the same on-board hardware and software concerning media and pictures.

(c) Volvo Ocean 65

Update on production progress and entries
Jack Lloyd reported that two boats are in the water. The process is that Green Marine in Southampton (GBR) assemble the hull which
is then weighed, corrector weights are set, then the boat is handed
to the team who get their boat branded, then the boat is returned to
Green Marine, who assemble the keel, appendages and rig and
conduct a pull-down test to 90 degrees. This is followed by two
weeks of test sailing, and then the boat becomes the property of the
team. It is thought the teams will benefit from a major cost saving
from the travelling maintenance centre, which will enable the teams
to employ 2 or 3 shore crew throughout the race, rather than 25 in
some cases in the last race.

‘SCA’ are already sailing their boat, as are ‘Dongfeng’, next will be
‘Brunel’ with ‘Abu Dhabi’ scheduled for 7 January. At the moment it
looks like there will be 7 boats with 7 different teams. It was noted
that some boats will not be purchased but leased. A decision still
needs to be made on starting the construction of boat 8.

Of the first 4 hull and decks, there was a variation of 31kg before
correctors. In the 8 masts built by Southern Spars (NZL), there is a
variation of 1.5kg. The rig has a 70,000 nautical mile warranty.
There will be 2 spare masts, one fully-rigged, the other as a tube, in
either Singapore or Auckland (NZL).

The cost of the boat is €4.5 million excluding sails, around €5.3
including sails.

(d) MOD 70 – Multi One Design

Frank David reported that boat 7 was where the problems started…

The 2014 KRYs Ocean Race has been postponed to 2016 as only 3
teams would have been committed in 2014.

Boat 1 – ‘Race for Water’ is based in Lorient (FRA)

Boat 2 – ex ‘Veolia Environment’ is in San Francisco with a US owner,
not wanting to participate in races of the class

Boat 3 – ex ‘Foncia’, Michel Desjoyeaux’s boat is in Port la Foret (FRA)
no sponsor for the moment

Boat 4 – ‘Gitana’/’Edmond de Rothschild’ - looking to sell their boat

Boat 5 – ‘Spindrift’ – also have a 131ft trimaran prepared for records –
not doing 2014 KRYs Race.

Boat 6 – ‘Oman Sail’ – was ok for 2014

Boat 7 – ‘Paprec-Virbac’ capsized before Transat Jacques Vabre

Frank believes that most of the boats would like to do the Route du
Rhum. At the moment the majority have no sponsors and no money. It
is difficult to collect the teams together for class races, as they do not
have the same vision.

Jacques Lehn noted it was difficult to get co-operation between teams
and organisers when 2 boats are owned by wealthy individuals without
commercial objectives, and the other boats need to be sponsored and
need to provide a media return.

Alain Gautier asked why did the KRYs Ocean Race 2014 not work?

Frank David said they had looked at inviting other multihulls to increase
the size of the event and provide a return for the event sponsor. The
Irens 100ft ‘Sodebo’ was a possibility, the skipper of ‘Prince de Bretagne’ was keen, but his sponsor either had other projects or did not want to risk the boat close to the start of the Route du Rhum. The Multi 50 Class was asked for their position in mid-November, but following one capsise and one broken outrigger in the Transat Jacques Vabre, the Multi 50 Class did not accept to go to New York and proposed Azores-Brest. So there might have had three MOD 70s and one Ultime [Multihulls more than 70ft]. The discussion was quick – better not to disappoint, and to postpone to 2016.

Hervé Favre, on behalf of OC Sport’s Transat 2016, indicated it was not acceptable the KRY Ocean Race announce a 2016 transatlantic event at the same time as their event. Frank David agreed to have discussions about the timing.

4. Reports on Recent Races

(a) Route des Princes – June 2013

Hervé Favre reported that OC Sport organised the race which started from Valencia(ESP) on 6 June 2013, with stops at Lisbon(POR), Dublin(IRL), Plymouth(GBR) and Roscoff(FRA). There were nine entries, all trimarans: 4 Multi 50, 4 MOD 70, and the 80ft Prince de Bretagne. The event was considered a success with 500,000 spectators, 4,000 press articles, 50,000 video clip downloads, 5 million web page views. However, it was not good to clash with La Solitaire du Figaro.

The next Route des Princes event is planned to be held August-September 2015.

In 2014, starting 18 May in Brest(FRA), a ‘Défi du Prince’ is planned to give 5 days of racing for Multi 50, MOD 70 and Ultimes/Maxi multihulls.

(b) La Transat Jacques Vabre - November 2013

Jacques Lehn, read a report from Manfred Ramspacher, who still was in Itajai(BRA) waiting for the last boats that were still finishing. The Transat Jacques Vabre, held from Le Havre(FRA) every two years since 1993, had a new destination, for the 11th edition. The longest distance ever for this race - 5,400 miles - took the fleet to Itajai(BRA).

Organised for the first time by Sirius Events there were 44 starters; 26 Class 40, 10 IMOCA 60, and 6 Multi 50. It had been planned to arrange the start times and courses for the different classes so that they should arrive at the finish in the same week. However due to weather conditions, the start had to be postponed from Sunday to Monday and then finally started on the Thursday. Even after the start, the organisers decided to implement a stop at Roscoff(FRA) for the Class 40 to avoid bad weather when exiting the English Channel.

Jacques Lehn noted that this issue raises comments that if race after race it is decided when it is safe to start, it may create in the long term a risk of dilution of responsibility. It should be 100% clear that it remains the skipper’s responsibility to start or not.

Gilles Chiori felt that the fundamental issue is safety – all will remember if there is a major drama due to starting in bad weather. One of the responsibilities of an event organiser in the corporate world is the safety
of the spectator fleet. The 2014 Route du Rhum has a possibility to start the race a day early – if that would give a safe 36 hours for the boats to clear the coast and if that would ‘save the game’ from a prolonged weather delay after the scheduled start.

Jack Lloyd noted that Volvo Ocean Race delayed the start of one leg – “we did not trust our boats”. (February 2012 start from Sanya(CHN)).

Alain Gautier noted that starting from Le Havre, the Class 40s need 2 or 3 days to get into open sea – starting from Les Sables d'Olonne would be different. He noted that the Transat Jacques Vabre sponsors were very disappointed by the postponements.

Jacques Lehn concluded that the option of including in the Notice of Race an option of bringing the start date forward 24 hours looks like a good option. He asked: “Should we convey a message to boat designers and builders? – build boats which can sail upwind in heavy seas.”

Alain Gautier felt that these races are for professionals. He was more disappointed by the recent Mini Transat, where Leg 1 was cancelled when the fleet was offshore.

Jacques Lehn, concluding Manfred Ramspacher’s report noted that 38 boats finished the race, 6 retired, no rescue services were deployed. Three Class 40s retired, 1 IMOCA 60 was dismasted, 1 Multi 50 capsized, 1 Multi 50 retired to La Corunna with a broken outrigger. There were 300,000 spectators at Le Havre during the start week and 240,000 at Itajai (counted electronically). The same route is planned for the 2015 Race.

Jacques Lehn noted that after the capsize of the 50ft trimaran ‘Arkema’, Lalou Roucayrol and Mayeul Riffet had stayed 4 and half days in the upturned hull. Following battery failure after two days the AIS transponder no longer worked and there was a risk of being hit by another boat. This issue could be looked into for the Offshore Special Regulations.

Alain Gautier noted that in retrospect it had been a mistake to accept the MOD 70 as a Class, when at the entry fee deadline, there was only three entries and not the minimum 5, (and subsequently only 2 starters). He felt that it important for the La Route du Rhum not to have a class with less than 5 boats. Gilles Chiori confirmed that 5 is the minimum entry to have an ‘Ultimes’ Class.

(c) Clipper Round the World 2013-14

Jacques Lehn noted that Sir Robin Knox Johnston had reported that 12 of the new Tony Castro Clipper 70s were mid-race. Robin would consider building additional boats in the future.

5. Forthcoming Concordat Oceanic Races

(a) Volvo Ocean Race 2014-15

Jack Lloyd reported that the course had been amended, and would no longer stop at Recife(BRA).

The Course is: Alicante(ESP), Cape Town(RSA), Abu Dhabi(UAE), Sanya(CHN), Auckland(NZL), Itajai(BRA), Newport R.I.(USA),
Lisbon (POR), Lorient (FRA), Gothenburg (SWE).

Commenting on the route from Cape Town to Abu Dhabi, Volvo Ocean Race are seeing what happens regarding the piracy activity over the next few months before finalising arrangements. They understand that they cannot guarantee that the Authorities will be available to assist. For this race they will try to avoid shipping the boats. The least they will do is have a waterborne escort, probably using three vessels and may have to re-group the fleet.

(b) 2014 La Route du Rhum – Destination Guadeloupe

Gilles Chiori reported that the event has a new sponsor and title in Destination Guadeloupe. The race will start on Sunday 2 November at 1 or 2 pm. Anticipated entries: Class Ultime (6-7), IMOCA 60 (10), Multi 50 (9-10), Class 40 (40), Class Rhum – boats over 39ft- (20). The start time and the course will be the same for all classes.

(c) Barcelona World Race 2014-15

As Andor Serra was unable to attend due to commitments with a potential title sponsor, he asked Luc Talbourdet to report that 12 -14 entries are anticipated (14 competed in the last race).

6 boats are secured for the event including ‘Gaes’ (ex SynerCiel), ‘ Hugo Boss’ (ex ‘Virbec Paprec 3’), Chinese Entry (ex ‘Hugo Boss’/’BT’/’Estrella Damm’).

The race will start on 31 December 2014, this time the route will avoid the Cook Strait (NZL). A boat will be permitted a maximum of 3 stops, each incurring a 24-hour penalty.

(d) The Transat 2016

Hervé Favre reported that in January, discussions will begin with bid cities for the start and finish. Already there are good discussions with previous start port, Plymouth (GBR) and past sponsor Artemis.

(e) Quebec- St Malo 2016

Sylvain Gagné was unable to attend and had advised Jacques Lehn that the precise dates were still to be finalised in co-ordination with other race organisers (Solidaire du Chocolate and The Transat). There will be a Multihull Class, IMOCA 60, Class 40. The start will be late June/early July from Quebec (CAN). The finish could be St Malo (FRA), or one of three other cities. He is working on a project for a race in 2018, La Rochelle-Quebec-La Rochelle (FRA).

(f) Vendée Globe 2016-17

David Brabis the new Vendée Globe General Manager confirmed that the 2016 event will be in IMOCA 60s, the principal partners are Les Sables d’Olonne and Sodebo though he hopes to increase the number of commercial partners for the organisation. A Race Director will be selected in January 2014, the Notice of Race will be published in June 2014. Media information is being issued highlighting the €180 million of media coverage from the last race. The plan is to start on a Saturday, which the host town liked.

(g) Velux 5 Oceans

Jacques Lehn noted that Sir Robin Knox Johnston had advised he was
unable to attend the meeting being in Australia preparing for the Sydney Hobart. There were no developments to report regarding a Velux 5 Oceans 2015-16.

6. Forthcoming non-Concordat Oceanic Races

(a) Solidaire du Chocolat - April 2014

Jacques Lehn reported that plans to run the event in 2014 had been cancelled.

(b) IMOCA Double-handed Transat 2014

Jeremy Troughton (Open Sports Management – Operations Director), reported that the race would start on 1 June from New York, finishing in Barcelona. It will be double-handed to offer preparation for the Barcelona World Race. (The IMOCA four year schedule is to have a transat solo before Vendee Globe and a double-handed transat before the Barcelona World Race.)

(c) Global Ocean Race – September 2014-15

Josh Hall, Race Director, had been invited to attend, but was unable to.

Jacques Lehn noted that Josh Hall had been asked several times in writing to postpone the event due to the clash of dates with three Concordat Events. (Volvo Ocean Race, La Route du Rhum, Barcelona World Race). Nevertheless he still plans to run the event for 40ft boats starting 21 September 2014 from Southampton (GBR) with stops in Cape Town (RSA), Australia/New Zealand, Punta del Este (URU), Charleston(USA), finishing in Portsmouth (GBR). Class 40 remains opposed to the race.

Jacques Lehn noted that on the event website there are nine “contenders” listed. He is concerned that he had been told that the last event did not have adequate means to track the boats throughout the race and had to ask assistance from the Volvo Ocean Race. The Federation Francaise de Voile (FFV) has prohibited the race from starting or finishing in France and the position of the Royal Yachting Association is not known yet.

Jack Lloyd highlighted the requirements of Racing Rule of Sailing 89.1 – Organizing Authority.

(d) San Francisco to San Francisco Ocean Race 2015

No news was reported at the meeting. The event website has a Notice of Race indicating a start date of 28 November 2015.

(e) Solidaire du Chocolat – 2016

The course planned is Saint Nazaire(FRA) to Progresso(MEX).

(f) Breizh World Tour 2017-18

Details were noted of a proposed race with a course: Brest(FRA) - La Réunion – Tahiti - Cape Horn - les Antilles – Brest. The boats would be a 52ft Finot one design monohull. Still to be confirmed.

(g) Ultimes (Maxi Multihulls)

Several maxi multihulls exist, a new one (‘Macif’) is being built. It was considered likely that projects of races for these boats would be
developed and possibly announced in the coming months. Jacques Lehn will be in contact with the owners of these boats.

7. Rolling 4 Year Events Program

(a) Review

The Calendar of Concordat Events and other Oceanic Events was reviewed.

Luc Talbourdet was concerned that the Volvo Ocean Race on a three-yearly cycle conflicts with the other events based on a four-yearly cycle.

Luc Talbourdet noted that there are races with event sponsors without any classes (Solidaire du Chocolat) and Krys Ocean race, while at the same time there are established races with classes in need of event sponsors.

Jack Lloyd said that from the Volvo Ocean Races’ point of view, every 2 years would be commercially perfect, as four years is too long for a team.

Alain Gautier noted that the FIA (Federation Internationale de l’Automobile) is different from ISAF – it pushes hard to not avoid conflicting dates.

Robin Knox Johnston had also mentioned in an email that he is advocating for ISAF to be more effective in managing the calendar of races.

Jack Lloyd mentioned the America’s Cup and it was noted that this may also compete in terms of sailors, potential sponsors and media coverage with oceanic races.

It was agreed to continue to discuss the program of future races in order to improve co-ordination and efficiency, be it in these meetings or in individual discussions.

(b) Finalised and Approved

The rolling 4-year program in Appendix 1 was approved.

8. Report from ISAF 2013 Annual Meeting in Oman

(a) Guide for Judging Oceanic and Offshore Racing

The Guide for Judging Oceanic and Offshore Racing (prepared by the ISAF working party chaired by David Brunskill) was received and it was noted that it would now be included in the ISAF Judges Manual documentation, following approval at the last ISAF annual meeting.

The working party will remain active and consider revisions for joint-approval by the Judges Sub-Committee and Oceanic and Offshore Committee.

(b) Piracy in the Indian Ocean

The Chairman of the ISAF International Regulations Commission attended an October meeting at the EU Naval Force HQ at Northwood, GBR, to receive an update on the situation, and the latest published guidance by ISAF regarding Piracy off Somalia is available here: www.sailing.org/piracy. In summary:

“The combined threat assessment of International Naval Counter Piracy Forces is, and remains, that: “All sailing yachts under their own passage should remain out of the High Risk Area (HRA) or face the risk of being hijacked and held hostage for ransom.” The High Risk Area (HRA) extends South from the Suez Canal and the Strait of Hormuz to the lines of Latitude (78°E) and Longitude (10°S). Attacks have taken place at the extremities of the High Risk Area. This trend is likely to continue.”

(c) Developments at the International Maritime Organisation (IMO)
Simon Forbes highlighted a few issues reported last month regarding ISAF’s representation at the IMO meetings:

i) COMSAR (Sub-Committee on Radio Communications and Search and Rescue).

   In relation to man-overboard portable AIS devices, IMO has no intention to look at AIS specifications as a distress alerting device, AIS is considered a location device. Portable man-overboard AIS devices broadcast a symbol, which may not be capable of being displayed on a commercial ship’s receiver.

ii) MSC (Maritime Safety Committee)

   There are discussions regarding the Iridium system as a potential second GMDSS provider. The United States informed MSC that it intended to provide the necessary information to verify that the ‘Iridium’ mobile satellite system meets the criteria of resolution A.1001(25), and to progress the recognition of that system for use in the GMDSS.

   More information can be found in the ISAF International Regulations Commission minutes here: http://www.sailing.org/tools/documents/2013IR0911-[16061].pdf

9. **Next Meeting**

   It was agreed that the next meeting will be held Monday 12 May 2014 in Paris.

   There being no further business the meeting closed.

Attached:

- Appendix 1 - Summary of Concordat and Other Events Calendar 2014-17
### Concordat Events

<table>
<thead>
<tr>
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<th>Classes</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
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<td>Barcelona World Race</td>
<td>IMOCA</td>
<td>31 Dec</td>
<td>Spring</td>
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<tr>
<td>Route du Rhum</td>
<td>Multi classes</td>
<td>2 Nov</td>
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<td>The Transat</td>
<td>Mono Multi Classes 50ft +</td>
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<td>Velux 5 Oceans</td>
<td>Eco-60 ?</td>
<td>Autumn?</td>
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<td>IMOCA</td>
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<td>Early Nov</td>
<td>February</td>
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<td>Volvo Ocean Race</td>
<td>VO 65</td>
<td>11 October</td>
<td>28 June</td>
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<td>Multi Classes</td>
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### Other Oceanic Events

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<td>Multihull Multi Classes</td>
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### Other Events

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<td>America’s Cup</td>
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# Major Oceanic Event Organisers Minutes

**Meeting Details**

Major Oceanic Event Organisers met at 11:00 – 15:15 hours on Monday 12 May 2014 at, Fédération Française de Voile, located at 17 rue Henri-Bocquillon, 75015 Paris, France.

## Agenda

1. Opening of the Meeting
2. Minutes of the Previous Meeting
3. Updates from Classes
4. Reports on Recent Concordat Races
5. Update on Forthcoming Concordat Oceanic Races
6. Update on Forthcoming non-Concordat Oceanic Races
7. Rolling 4 Year Events Program
9. Next Meeting
10. Any Other Business

### Appendices

- Appendix 1 - Summary of Concordat and Other Events Calendar 2014-18
- Appendix 2 – Report on the MOB from Clipper Derry/Londonderry/Doire
- Appendix 3 – Class 40 Calendar
- Appendix 4 – Ultim Presentation (extract)

## Present

- Jacques Lehn – Chairman ISAF Oceanic Panel, Chairman ISAF Oceanic and Offshore Committee
- Mike Golding – ISAF Oceanic Panel
- Vanessa Boulaire – Class 40 – Director
- Patrice Clerc – The Transat - OC Sport President
- Hervé Favre – The Transat - OC Sport Events Director
- Luc Talbourdet – IMOCA 60 – Vice President
- Jean Kerhoas – IMOCA 60 – President
- Gaëtan Gouërou – IMOCA 60 – Secretary
- Jack Lloyd – Volvo Ocean Race – Race Director
- Andor Serra - Barcelona World Race – General Manager
- David Brabis - Vendée Globe – General Manager
- Franck David – Multi One Design – CEO
- Emmanuel Bachellerie – Ultim Coordinator
- Thierry Bouvard – Ultim - Banque Populaire

**Apologies:**

- Jerome Pels – ISAF Oceanic Panel, (ISAF Secretary General)
- Alain Gautier – ISAF Oceanic Panel

## 1. Opening of the Meeting

Welcome and introductory remarks from Jacques Lehn (Chairman).

## 2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Major Oceanic Event Organisers meeting of 9 December 2013 (circulated after the meeting) were approved to be...
signed.

(b) Minutes Matters Arising

There were no matters arising not covered elsewhere on this agenda. Jacques Lehn indicated that Robin Knox Johnston had sent a report regarding a man overboard incident in the Clipper Race. This report is clear, precise and considered worthy of wider circulation, and is attached as Appendix 2 to these minutes.

3. Updates from Classes

(a) Class 40

Vanessa Boulaire, Director of Class 40 (replacing Muriel Robin this year who is currently on maternity leave), presented developments stating that to date 138 Class 40 had been built with 9 new boats planned for this season of which 5 had already been constructed. Most of the boats produced are still active, with the Route de Rhum forming the primary focus for Class members.

  i) Evolution of class rules

There are no rule changes currently planned however on the 21st May a meeting with the current main designers and builders is planned to start discussion on the future direction of equipment evolution. The re-format of the class rules into the ISAF standard format is work in progress.

Jason Smithwick reiterated that from an ISAF Class status point of view the administration of the rules needed improvement, in particular the class should not issue certificates to new boats until the ISAF Plaque and the building plan review certificate have been finalised by ISAF.

Jacques Lehn noted that a proposed class rule change to reduce the power and duration of engines had been rejected by ISAF. ISAF is not willing to lower the power requirements for all boats, on the basis that one boat with an experimental electric engine, is unable to meet the existing requirements. The Class may continue to deal with the boat in question with a dispensation.

  ii) Calendar of class events

2014 Calendar: See Appendix 3 for details

Grand Prix Guyader; Atlantic Cup, Normandy Channel Race; Record SNSM; La Qualif’; Class 40 World Championship (in Douarnenez, France); Route de Rhum (40 boats expected)

Other events supported include the RORC Caribbean 600, Isle of Wight Round the Island Race; Sevenstars Round Britain and Ireland Race

2015 Calendar:

Normandy Channel Race, Les Sables les Açores, Transat Jacques Vabre, Rolex Fastnet Race and Class 40 World Championship.

(b) IMOCA 60

Luc Talbourdet, Vice President of IMOCA, presented developments. It is
thought that around 30 boats are presently ‘in Class’.

i) Evolution of class rules

With the recent changes to the Class Rules to one design keels and masts, the class is encouraged to see 6 new boats planned for the next Vendee Globe with 1 launched, 2 under construction, 2 just about to start production and 1 further planned.

ii) Calendar of class events

The next two major events this year are the Route du Rhum (6-8 entries) & Barcelona World Race with 10 entries expected.

The IMOCA Class World Championship title has been revised so it is based for 2 years on a series of double-handed events, and then for 2 years on solo events. Points being awarded and a ranking coefficient applied. This ranking applies to singlehanded and double-handed events (10 for the Vendee, 8 for the Barcelona World Race and then 4 and 3 for other events). In addition the co-skipper is now recognised as receiving 75% of the points.

iii) Marketing of the class

Mike Golding stressed the importance of the international appeal of the class because of the strong events package the class offers.

Open Sports Management have a team of 8 people based in Lausanne working with the class to further develop the brand and concept. A brochure was shown for the class together with more frequent and noticeable media next year. They are keen to keep the media focus on the class and sailors rather than it mainly being focused around the Vendee Globe event. Media content will be supplied to deliver this outcome.

(c) Volvo Ocean 65

Jack Lloyd, Race Director of Volvo Ocean Race, presented developments.

i) Update on production progress and entries

Initial plans to build 8 boats are now cut back to 7 due to how close delivery of that final boat would have been to the race start. Of the 7 boats, 5 teams are confirmed and there are on-going negotiations for the final 2. It was felt that the 31st July would be the latest date that teams could take delivery of a boat and be prepared to race. This is bearing in mind both the qualification 2000nm passage and the training requirements, (there might be an exception of a couple of existing experienced teams/crews.)

In regards to production, 5 boats are now launched with ‘SCA’ recently completing a transatlantic to qualify. There have only been minor problems with the boats and the teams are generally happy with the boat and sail package.

ii) Other potential events

There are no other events planned for the class, however active marketing is already in place for the 2017 edition of the event and it is hoped that the existing boats would compete as the design brief was for the boats to be able to do a minimum of 2 editions of the
(d) MOD 70 – Multi One Design

i) Update on fleet

4 boats remain active of the 7 trimarans built. There was a question if Gitana was still in class as it is understood there are modifications to the one-design Mod70 specifications. Franck David stressed the importance of the one-design nature of the fleet.

ii) Potential calendar of class events 2014-16

Jacques Lehn encouraged the existing owners to try and keep the boats within class so that they hold their value as most of the existing boats are effectively for sale and the class looks for financial backing and support.

No class calendar of events is planned, however individual race programs utilising existing races are available to existing and potential owners.

(e) ‘Ultim’

Emmanuel Bachellerie presented initial plans for the ‘Ultim’ project (see Appendix 4) which was launched on 3rd December 2013 by a consortium of three owners/builders of >80ft maxi boats. Ultim is a collection of 3 companies; Banque Populaire, Macif and Sodebo. There will be a small list of parameters to reduce the variety of boats.

Hervé Favre asked about what the concept was? Is it to be a class? In response it was reiterated that this was a collection of boat owners, not sailors, and they had no intentions of organising racing but were utilising their combined strength to increase exposure and promote racing in this size of boat.

Concerns were raised over whether race organisers were prepared to support the concept because of the liability issue of what can be perceived as a riskier part of offshore sailing in large multihulls. There was particular concern that some of these boats had not been designed with short-handed sailing in mind, but this discipline formed a substantial part of the presentation. The 1968-69 Sunday Times Golden Globe Race was recalled as an example of where a prize was issued for the fastest time for a non-stop circumnavigation within a window of specified starting dates. It was noted as an example which avoided the need for a race organiser.

It was explained the full vision and brief for Ultim was not decided and that this was at the consultation stage. The panel members were thanked for their input.

4. Reports on Recent Concordat Races

No Concordat events have been held since the last meeting.

5. Update on Forthcoming Concordat Oceanic Races

(a) Volvo Ocean Race 2014-15

For the race, Jack Lloyd stated that currently the intention for Leg 2 is to race to Abu Dhabi rather than shipping the boats through the pirated
area as the security situation is benign at the present. However this remains under constant review with the race security consultants and a decision would not be needed until a month before, because of the plan to use the Volvo race shipping partners.

(b) La Route du Rhum 2014

Jacques Lehn provided an update having spoken to the race organisers. The race is to start at 2pm on November 2nd with 80 boats expected. Racing in 5 Classes: Ultimes, IMOCA 60, Multi 50, Class 40 and Class Rhum. Notable was that Robin Knox Johnson will compete on an older IMOCA 60 and Loick Peyron on a sistership of the 38ft trimaran ‘Olympus Photo’. ‘Olympus Photo’ was the winner of the first Route du Rhum in 1978 by 98 seconds from the 75ft monohull Kriter V (which is also entered this year).

Concerns were expressed about the high entry costs possibly due to reduced title sponsorship. It was noted there was consideration of a course waypoint to keep the boats away from an area of concern near Guadeloupe.

Both Class 40 & IMOCA representatives raised concerns about the Rhum Class causing their classes to be diluted. Jacques Lehn said he had spoken to the race organisers and the intention was to require IMOCA and Class 40 boats to race in their respective classes with only a couple of exceptions for non-competitive or vintage boats such as early IMOCA 60.

Mike Golding and others expressed reservations regarding the eligibility of boats like the 131ft trimaran ‘Spindrift 2’, and encouraged the race organisers to properly assess the boat’s suitability. He stressed the difference in managing the boat for 24 hours in known conditions having been pre-set sails compared with a solo crew having to adapt to conditions during an ocean passage. Lessons from the 1986 Route du Rhum and Loic Caradec’s tragic loss of control aboard “Royale II” should not be forgotten.

(c) Barcelona World Race 2014-15

Andor Serra reported that the event was supportive of the new IMOCA Class Rules but that they were too late to affect this edition of the race. The financial climate makes home teams difficult to attract, with neither the Barcelona World Race or Volvo managing so far to attract a Spanish team or sponsor. He is expecting 10 entries. In regards to the exposure of the race to the local area this will be increased with a presence planned in the city centre for the entire race. It was noted that racing penalties for stops will be simplified to make it easier to understand.

(d) Velux 5 Oceans

Robin Knox-Johnson sent a report that they had no plans of holding the event in the next 2 years.

(e) The Transat 2016

Hervé Favre said that planning had begun with the classes expected to be announced by the end of the year. He asked the IMOCA60 class to consider which of the May bank holidays they would prefer for the start. He stated that the arrangement with the Royal Western Yacht Club in
Plymouth UK required boats to be over 50ft but that the club were open to amending this requirement on a race by race basis. (To enable the Class 40 to participate if they wish to do so). It is likely that there will be a large entry of IMOCA60 as this is the last opportunity to either qualify, or test the boat before the Vendée.

(f) Quebec St Malo 2016
Jacques Lehn report that there was no further update.

(g) Vendée Globe 2016-2017
David Brabis reported that a new Mayor had been appointed to Les Sables d’Olonne and that this meant a development that could have reduced the race village size has been cancelled. The race start date is likely to be Saturday 11\textsuperscript{th} November 2016 and this will be confirmed soon.

The primary focus for the event development is the appointment of a new Communication Manager which is imminent. Top of their priorities will be to rethink the format and distribution of publicity material and plans are already underway in term of the new magazine format for race information.

6. **Update on Forthcoming non-Concordat Oceanic Races**

(a) Clipper Round the World 2013-14
The event is currently on-going. A man overboard situation occurred on the last leg and there were a number of lessons learnt. For an informative report from the race organisers please see Appendix 2.

(b) Défi des Princes – 18 May 2014
The event has been cancelled because only 5-6 boats expressed interest and the title sponsor’s boat had capsized and was unable to compete. The concept was for a 50ft Multihull class and one for larger multihulls.

(c) New York – Barcelona – 1\textsuperscript{st} June 2014
The Transat IMOCA Ocean Masters will start June 1\textsuperscript{st}, five boats are expected in the race organised by Open Sports Management.

(d) Route des Princes – June-September 2015
A race for fully-crewed multihulls from Northern to Southern Europe over 5 legs.

(e) Global Ocean Race – September 2015-16
Josh Hall has announced the postponement of the race by a year from September 2014.

(f) Transat Jacques Vabre - November 2015
Jacques Lehn reported that this double-handed event is organised as a consortium between the city and Jacques Vabre. Expected classes Class 40, IMOCA 60, Multi 50. As in 2013, the IMOCA 60 Class will have a single-handed return race arranged afterwards called the Transat B2B, so that IMOCA boats can use it as training or to qualify for the Vendée Globe.
(g) San Francisco to San Francisco Ocean Race 2015?
No News

(h) Solidaire du Chocolat 2016?
No News. Class 40 will investigate the project before the next meeting in December and will have to choose between Solidaire du Chocolat or the Transat in 2016.

(i) Breizh World Tour 2017-18
No news although the 52ft One Design proposed seems not to have taken off and therefore the event is assumed cancelled.

(j) Other Projects
The popularity of amateur round the world race/cruises was noted with both the World ARC and brand-based events like the Oyster World Rally having taken place. The latest addition to this trend is the World Odyssey (http://www.cornellsailing.com/sailing-rallies/world-odyssey-race/) which is being promoted by ARC Founder Jimmy Cornell.

7. Rolling 4 Year Events Program

The 4 year rolling events program found in Appendix 1 was reviewed and updated with the inclusion of the Transat B2B Race and the removal of the Velux 5 Oceans. The rolling 4-year program in Appendix 1 was approved.

A conflict in 2020 between the Vendée Globe and the Volvo Ocean Race has been identified. David Brabis said that from a marketing point of view this was an issue. Jacques Lehn considered that although several years away, the parties should investigate what can be done to avoid conflict. Jack Lloyd noted that the Volvo Ocean Race had looked at going to a 2 year cycle, but from the organisational side and from the sponsor side it is too short a period and we would still clash with other events on a 4 year cycle. There should be direct 1 to 1 contact between Volvo Ocean Race and Vendée Globe organisers to see what the problems and impact could be, and to find solutions or ways to minimise problems. To be further discussed at the next meeting.


In regards to IMOCA Class and the ISAF Building Plan Review requirements Luc Talbourdet reiterated the class’s position that the current ISO 12215 was not suitable for IMOCA 60 boats.

Jason Smithwick reiterated that some control of hull structure was important particularly given the fact that other areas the designer previously exploited were now one design. He went on to add that ISO 12215 had proved a good minimum basis for structural design of offshore racing yachts citing the TP52 Class using it in partnership with Germanischer Lloyd and the Volvo 70 in partnership with the Wolfson Unit and even oceanic one designs such as the Volvo 65 & Clipper 70 all having been reviewed to ISO 12215. As yet no substantive study had been made to justify IMOCA position but Gregoire Dolto convenyer of ISO 12215 working group was believed to be undertaking this work in consultation with the designers, however as yet nothing further to report.

Jacques Lehn informed the class that ignoring hull structure was not an option and that the class should as a matter of urgency respond to ISAF current request. This must be done as soon as possible.
Information on Plan Review can be found here
http://www.sailing.org/classesandequipment/offshore/plan_review.php

9. **Next Meeting**

The next meeting is scheduled for Thursday 4\textsuperscript{th} December in Paris

10. **Any Other Business**

   *Ice Report*

   David Brabis raised the issue of ice reports and sharing of both knowledge and skill of agencies providing the service. Mike Golding suggested that the organisers talk together over the issue and it was noted that the VOR & Vendee both use CLS
   (http://race.cls.fr/)
### Appendix 1 - Summary of Concordat and Other Events Calendar 2014-18

<table>
<thead>
<tr>
<th>Concordat Events</th>
<th>Classes</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
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<tbody>
<tr>
<td>Barcelona World Race</td>
<td>IMOCA</td>
<td>31 Dec → Spring</td>
<td></td>
<td></td>
<td>31 Dec</td>
<td></td>
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<tr>
<td>Route du Rhum</td>
<td>Various Classes</td>
<td>2 Nov</td>
<td></td>
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<td>Nov</td>
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<tr>
<td>The Transat</td>
<td>Mono Multi Classes 50ft +</td>
<td></td>
<td></td>
<td>May/June</td>
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<tr>
<td>Vendée Globe</td>
<td>IMOCA</td>
<td>Early Nov → February</td>
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<tr>
<td>Volvo Ocean Race</td>
<td>VO 65</td>
<td>11 October → 28 June</td>
<td></td>
<td>October</td>
<td></td>
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<tr>
<td>Québec St Malo</td>
<td>Multi Classes</td>
<td></td>
<td></td>
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<td>July</td>
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<table>
<thead>
<tr>
<th>Other Oceanic Events</th>
<th>Classes</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
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<tr>
<td>Transat Jacques Vabre</td>
<td>Various Classes</td>
<td>Oct/Nov</td>
<td></td>
<td>Oct/Nov</td>
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<td>Transat B2B</td>
<td>IMOCA</td>
<td>December</td>
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<tr>
<td>Route des Princes</td>
<td>Multihull Multi Classes</td>
<td>August /Sept</td>
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<td>August /Sept</td>
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<tr>
<td>Solidaire du Chocolat</td>
<td>Class 40</td>
<td>March /April?</td>
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<tr>
<td>KRYS Ocean Race</td>
<td>MOD 70</td>
<td></td>
<td>Date TBC</td>
<td></td>
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<tr>
<td>Ocean Masters New York-Barcelona</td>
<td>IMOCA 2 Handed</td>
<td>1 June</td>
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</table>

### Other Events
- Clipper: Clipper → July → Aug → July
- America’s Cup: AC 72 → ?
Appendix 2 – Report on the MOB from Clipper Derry/Londonderry/Doire

At 2330 GMT on the 30th March (11.30 LT) in Position Latitude 41° 43.22N and Longitude 179° 11.45 West, the 70 foot racing yacht CV 30, taking part in the 9th Clipper around the world yacht race, was performing a sail change on the foredeck in 30 plus knots of wind and large seas. One of the crew went back to the cockpit to obtain a pair of pliers to assist with the operation, came back and clipped on his safety harness, as is standard procedure. In fact his clip did not connect properly to the jackstay. The boat lurched and the crew man was tossed overside. It was a moment before he appreciated that his harness was not holding and he was floating clear of the yacht. As the yacht passed, the windward rudder hit him heavily on the leg.

The crew reacted immediately, setting off the MOB alarm on the plotter and calling all hands on deck. The skipper, who was on the foredeck, quickly made his way back to the cockpit and took control of the yacht. A Mayday was transmitted, and Falmouth MRCC and the Clipper duty watch were informed. The Mayday was picked up by a sister boat nearby that turned immediately to assist with the search. The skipper of the sister yacht, OneDLL, described the waves as mountainous.

Meanwhile on Derry/Londonderry/Doire, the danbuoy and life ring could not be deployed as they were tangled. The engine was started and the boat put about quickly. The casualty’s life jacket did not open automatically, but when the cylinder was tightened it inflated. Whilst the casualty was dealing with his lifejacket he was lost from view from the deck of the yacht. A standard search pattern was commenced, using an estimated drift of 1 ½ to knots, with one crew hauled up to the lower spreader to get a better view, and an experienced crew member manning the plot.

Despite a conscientious search no sign of the casualty was found. A short but heavy rain and hail squall reduced visibility for a while and the waves, it was learned later, rolled the casualty a couple of times. After some 45 minutes the casualty saw the yacht coming towards him but was dismayed to see it turn away and reverse its sweep. At this point he checked his personal AIS beacon and realised that although it was flashing, indicating that it was working, it was actually in test mode. He switched it to transmit, and had to switch it off and on again to get the correct signal. This AIS signal was picked up by the yacht at a range of 1 ½ miles on the plotter on the next sweep and the boat turned on the bearing. The casualty was sighted at a distance of 200 metres and the boat approached to recover him.

The Clipper standard recovery procedure is to lower another crewman into the water on a halyard to place the safety strop over the casualty, attach it to another halyard and haul both back aboard. The freeboard of the boats is too great to reach over and haul a person aboard from the water, and the casualty is probably suffering from shock, will be cold, and unable to clip themselves on. This has worked successfully on the only two previous MOB situations over the previous 19 years, and is a regular part of the Clipper training. All the boats carry MOB dummies to practice this in training and at stoppovers.

As the rescuer entered the water his Lifejacket inflated automatically which restricted his movement. In the huge waves on the first pass the casualty was washed just out of
reach. On the second pass a strop was attached to the safety harness of the casualty but the boat was drifting too fast and rolling heavily and the casualty released himself. On the third pass, the rescuer attached the halyard to the casualties safety harness and he was hauled aboard. The time was 01:13UTC (13:13 LT) on the 31st March 2014 at Latitude 41°42.892N, Longitude 179°08.846W, almost exactly two miles from where he had gone overside.

The whole rescue had taken 1 hour 40 minutes, and the casualty owes his life to three factors. That he was wearing a dry suit, but even so, after that length of time (13:13 LT) in water of 10°C, hypothermia was setting in. Secondly the crew response and the way their training for these incidents cut in as well as their determination to find him. Thirdly, eventually setting off his AIS Beacon correctly is what enabled the boat to locate him.

The casualty was nursed for the next 24 - 48 hours as his body recovered. It was learned later after an X-Ray in port that the leg was very badly bruised due to the blow from the rudder, but not broken. He recovered sufficiently to be passed fit to continue the race from San Francisco.

The lessons learned and applied from this incident are:-
1. Check that the personal safety strop is properly attached to the jackstays or other hard points.
2. Check Dan buoys and Horseshoe buoys at the beginning of each watch. They do tend to get tangled so they are difficult to be deployed.
3. Check Lifejackets before going on watch to ensure that the cylinder is tightened in properly.
4. Fit an AIS beacon to the Danbuoy and instruct crew how to switch it on before deployment.
5. Remove the automatic water operated inflator from the rescuers lifejacket to enable freer movement, and keep this lifejacket attached to the helicopter strop to avoid confusing it with others.

Conclusions:-
1) Water activated PRB’s are not the solution. On each boat, on average, 15 lifejackets are inflating each leg of the race due to being activated by green water over the deck. If the PRB’s were to be activated on the same scale, it would mean nearly 200 alarms going off each leg, or 2800 times during the course of the race.

2) Had the casualty been hit on the head and knocked unconscious by the rudder, he would not have been able to switch on his AIS beacon. AIS is the better solution as it gives a signal back to the yacht from which the crew has fallen which is on site. However a means of setting the AIS beacon off, even when the casualty is unconscious, needs to be developed.

Clipper Ventures. 1st May 2014.
Appendix 3 – Class 40 Calendar

Calendrier 2014

Courses officielles 2014

<table>
<thead>
<tr>
<th>Courses</th>
<th>Date</th>
<th>Lieu</th>
<th>Format</th>
</tr>
</thead>
<tbody>
<tr>
<td>GRAND PRIX GUYADER</td>
<td>2 - 5 mai</td>
<td>Douarnenez</td>
<td>Côtiers &amp; Speed test (Équipage)</td>
</tr>
<tr>
<td>ATLANTIC CUP</td>
<td>9 - 24 mai</td>
<td>Charleston/NY/Newport</td>
<td>900 milles (Double)</td>
</tr>
<tr>
<td>NORMANDY CHANNEL RACE</td>
<td>25 mai – 1er juin</td>
<td>Caen</td>
<td>1000 milles (Double)</td>
</tr>
<tr>
<td>RECORD SNSM</td>
<td>22 - 25 juin</td>
<td>St-Nazaire</td>
<td>230 milles (Équipage)</td>
</tr>
<tr>
<td>LA QUALIF'</td>
<td>22 - 25 juin</td>
<td>St-Nazaire</td>
<td>1000 milles (Solitaire)</td>
</tr>
<tr>
<td>MONDIAL CLASS40</td>
<td>18 - 21 septembre</td>
<td>Douarnenez</td>
<td>Côtiers (Équipage)</td>
</tr>
<tr>
<td>ROUTE DU RHUM DEST. GUADELOUPE</td>
<td>2 – 25 novembre</td>
<td>Saint Malo/Pointe-à-Pitre</td>
<td>3543 milles (Solitaire)</td>
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Courses promotionnelles 2014

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<tbody>
<tr>
<td>RORC CARIBBEAN 600</td>
<td>24 - 28 février</td>
<td>Antigua</td>
<td>600 milles (Équipage)</td>
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<tr>
<td>ROUND THE ISLAND RACE SEVENSTAR RD BR. &amp; IRL. RACE</td>
<td>21 juin</td>
<td>Île de Wight</td>
<td>50 milles (Équipage)</td>
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<tr>
<td></td>
<td>10 - 24 août</td>
<td>Cowes</td>
<td>1802 milles (Équipage)</td>
</tr>
</tbody>
</table>
Appendix 4 – Ultim Presentation (extract)

01 WHAT’S AN ULTIM?

MULTIHULL MONOHULL
MINIMUM SIZE OF 80 FEET
COULD BE OPERABLE BY A SINGLE MAN
WITHOUT ANY ELECTRIC ASSISTANCE
AN ADDITIONAL WORK IS IN PROGRESS WITH THE FRENCH SAILING FEDERATION, EXPERTS AND ARCHITECTS TO SPECIFY THE FRAMEWORK
FIND THE RIGHT BALANCE BETWEEN FREEDOM, SUPERVISION & SAFETY... BEFORE THE END OF JUNE 2014

02 HOW MANY BOATS? BETWEEN 6 AND 9

BOATS WHICH ARE READY TO SAIL...
BANQUE POPULAIRE VII, SODEBO ULTIM, MAXI SPINDRIFT 2, IDEC, PRINCE DE BRETAGNE

BOAT UNDER CONSTRUCTION
MACIF

AVAILABLE BOATS...
MAXI TRIMARAN SODEBO, OMAN

PLANNED BOATS
ONE PROJECT
03/ OFF SHORE RACES PROGRAM?

How many races, each year?

A main race... with some short races to build up the die

Which ones?

Some of them exist already... others will be create.

Around the world... 2017, 2018 or 2019.

A major test, once each four years, will be round the world solo non stop and without any assistance... researches in terms of safety.

Contact

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