



Major Oceanic Event Organisers met via Zoom Conference Call at 12:00 – 14:00 hours on Wednesday 16 December 2020

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Present:

Christophe Gaumont – Chairman
 Alain Gautier – World Sailing Oceanic Panel
 Mike Golding – World Sailing Oceanic Panel (in Part of meeting)
 Corinne Migraine–FFV Vice President
 Vanessa Boulaire – Class 40 – Office Manager
 Andrew Cape – The Great Cape Race
 Hervé Favre – The Transat – La Route du Rhum - OC Sport – Offshore Sailing Events Director
 Michel Fortier-Transat Quebec St Malo – Race Director
 Sam Holiday – The Race Around -MD 5Oceans Sports Marketing
 Richard Johnson - Transat Quebec St Malo – General Manager
 Phil Lawrence – The Ocean Race – Race Director
 Halvard Mabire -Class 40 President
 Manfred Ramsbacher – Sirius Events - CEO
 Simon Forbes – World Sailing Technical Offshore Manager

Apologies:

Matt Allen – WS Oceanic and Offshore Committee Chairman
 Caroline Cronin – General Director of Transat Jaques Vabre
 Jean Baptiste Durier – ASO Amaury Sport Organisation -Director
 Damien Grimont – Profil Grand Large
 Laura Le Goff – Vendée Globe
 Francis Legoff – Race Director - Transat Jaques Vabre
 Jane Leonard – Profil Grand Large

1. Opening of the Meeting

Christophe Gaumont noted that 2020 has been a special and very difficult year for everybody, especially for those around this virtual table. Some events have been cancelled or postponed, new plans and the general schedule is changing press release by press release.

A reminder that the aim of the Oceanic Concordat, is to show a picture to be Oceanic and Offshore Committee of the racing fleets. With the help of the classes to let everybody know the plan and have an idea of the timing of the events.

The WS Oceanic Concordat has no power to give permission, authorize or forbid events as its responsibility of World Sailing and the MNAs, but it's a good opportunity to meet each other and to share everyone's plans for the coming years..

Corinne Migraine welcomed everyone and said it was really sad not to welcome you at the FFV Office as we used to do.

We had tough times at the beginning of Covid to get the boats back racing on the water. The French Federation was here really to get everyone together. All the actors of sports professionals, the organizers and the class. We finally work together and manage to speak in one voice to the authorities. We had to explain what was our sport, and we discovered how even in France, how little they knew about what was offshore sailing.

Sometimes we have to face this kind of situation together as there is some conflict, especially with the calendar and we should keep in our mind that we are all working for one vision and we need each class and they need the others sometimes. So we really have to find a way to talk together and as Christophe said, the Concordat is not here as an authority who can say yes or no. It's a great place to find a gentlemen's agreement between us, so we should be happy with that and use it as much as possible. Probably today we will have some discussion and some maybe tough discussion between a few of us, but we really have to keep in mind we have to find agreement at the end because it's for the good of our sport.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes were noted of the Major Oceanic Event Organisers meeting of 12 December 2019

(b) Minutes Matters Arising

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

3. Updates from Classes

(a) Class 40

Halvard Mabire and Vanessa Boulaire gave an update :

i) Safety - Evolution of class rules

Halvard Mabire reported on safety following the incident [rolling, swamping, abandoned] in December 2019 of Louis Duc and crew [Class 40#150] on the return trip from the Transat Jacques Vabre. The class rules about the buoyancy of the boat are changed to increase the reserve of flotation volume from 3m³ to 5m³. The measurement of the displacement of Class 40 is going from 4500kg to 4580kg because it now include batteries in the displacement so that there is a better figure for the righting moment of the boat in sailing configuration. AGM 2019 6 candidates for 3 places, dynamic for the Class. Two on the board re-elected and appreciated by the members.

Halvard clarified that the loss of Class 40#150 was not due to structural failure. Louis Duc had admitted that the watertight doors to the aft compartment were not closed. Halvard felt that with the watertight doors closed. the boat would have had better buoyancy.

ii) Update on fleet

Vanessa Boulaire reported that 2020 was not so bad, we have 122 members. We issued 33 annual Measurement Certificates. Two new boats issued with official numbers and 11 new boats signed for starting construction from six architects.

iii) Calendar of class events

There were few races all over the world in 2020, but we participated in the RORC Caribbean 600, the Dhream Cup and the Normandy Channel Race and some record passages [around Britain].

For 2021, traditional program: Normandy Channel race in June 2021, Les Sables – Horta in July, Rolex Fastnet Race August, Transat Jacques Vabre end of October.

Halvard Mabire explained that the Class was lucky to have our dream happening of a round the world race for Class 40. We received nearly two years ago two projects for a Round the World race:

- Globe 40 [Manfred Ramspacher (Sirius Events)] 2021 with an interesting course like the Volvo Ocean race
- The Race Around [Sam Holliday-5Oceans Sports Marketing] 2023 which is a classic round the world race more or less on the same course with four legs like the original Whitbread and BOC races.

The Class decided to accept the two round the races. In accepting the two Round the World Races we thought it was very important to be not too commercial and to take the right place in the calendar. Last week Manfred Ramspacher (Sirius Events) decided to postpone the Globe 40 from 2021 to 2022. The Class cannot support this decision because we want to be logical with the Class calendar. 2022 is the same year as the Route du Rhum which is the biggest race for the Class 40. In our discussions with OC Sport it is important for the Class to deliver the number of entries we expect. In 2022 there is also the Ocean Race and we expect a Class 40 Round the World race to be a great event and for these reasons we cannot support the Globe 40 in 2022. We suggest the Globe 40 comes back into the calendar in 2025.

Manfred Ramspacher explained that before Covid, the Globe 40 project was a success, he had contact from 112 teams. He had around 10 teams which were ready to start the race in 2021. At this time now we have probably 3-5 teams. So it is not difficult to understand why we have delayed the start of the Globe 40 for one year. Before announcing the postponement I spoke to 25-30 teams. Of those teams interested in the Globe 40, only one was interested in doing the Route du Rhum. In the Globe 40, 60-70% are non-french teams which are not in the Class 40 European Circuit now. I have no comment about the Class 40 decision that the Globe 40 2022 will not be in the Class calendar. It was always planned that the Globe 40 would be an extra event to the calendar. We will continue working on starting Globe 40 on 26 June 2022 from Tangier, Morocco. There will be a prologue from La Rochelle and Marseilles starting on 11 June.

Christophe Gaumont encouraged all parties and FFV to discuss and look for the best agreement.

Halvard Mabire raised a second issue, regarding the Route du Rhum 2022. The Class 40 are concerned about rumours that the Figaro 3 will be admitted. Up to now it has been explained that the Route du Rhum cannot have an unlimited number of entries. We expect a lot of Class 40 entries, and if we stick with the same limit of entries and add a new class it will reduce the places available for Class 40s. One of the features of Class 40 is the first affordable class eligible for big trans-atlantic events.

(b) Ocean 65

i) Update on fleet

Phil Lawrence summarised that there are eight Ocean 65s and they are now all in private ownership with prospective teams for the Ocean Race. Six of the boats are in Europe, one in New Zealand and one is in Mexico.

They will have their individual programs. Six of the boats have committed to enter the Ocean Race Europe, which is a short event in June 2021 from France into the Mediterranean, followed by the Fastnet Race. There's been no changes to the boats, they are still staying with one design concept.

We've done some upgrades to the maintenance schedule for them so that before the Ocean Race in 2022 they will all have to have a minimum safety refit and survey to check they are in suitable condition to do that.

The teams are all looking for funding to do the Ocean Race in 2022, but most of them are funded for their 2021 season.

(c) IMOCA 60

i) General

Antoine Mermod. We were in a really tough situation like most of the sporting world and the sailing community. We were quite lucky that we had this great event around the globe, which is very strong in France. Thanks to the Vendée Globe, we really managed to work all together to build a season and to start sailing. 2020 was maybe one of the toughest that we ever had. But in the other way, like Corrine said, we had to work all together and by doing that we managed to move the line much further than what we could expect and then it was a very good lesson that sailing is not the biggest sport, but it is an important one. It's also a lot of passionate people, very high skills that are together, the organizer, the sailors, the class and then when we manage to work altogether, we can really improve a lot our power and this year shows that very well. And then I think that it is good for this committee to be here and then see it's very important that we continue to try to have this kind of work, because that's maybe the best way to improve our sport.

ii) Update on fleet

3 boats in build.

iii) Evolution of class rules

It is the start of a new cycle aiming to the Vendée Globe 2024. We are working on a new class rule called version 2025 it will be defined in 2021 but applied for 2022. For 2022-25 we will race under this rule for solo and double-handed, For the Ocean Race we will race under the 2021 Rule. Merging the two class rules as soon as possible.

Main guidelines, were to decrease running budget and stabilize new boat cost at maximum €5 million. Protect the 2020 fleet and to have no technological breakthrough as we had between 2012, 2016 and 2020, whilst still promoting innovation.

New criteria on structure and a new keel grounding case. The addition of T-rudders were discussed but not approved. Foil limitations on static righting moment, maximum beam and are also looking at a financial cap. There will be new building materials rules, no nomex core below the waterline, ease the use of core for the deck to make it cost efficient, minimum keel bulb weight, age limit for the next Vendée Globe to be only boats built after 2004. The one design rig will be subject to rake

limits and add new components on the mast. We will move forward with standardised systems which will include the foil and rudder system. We are looking at new packages for data, electronics and communication. We give a big push for sustainability, we have found a measurement incentive to promote alternative materials and the entrance of new energy solutions on board.

The teams will also have to do a life-cycle assessment of boats and large components from 2021 and our goal is to set a carbon cap for new boat builds from 2024. The qualification system for the Vendée Globe is in place and will push the teams to race as soon as possible.

Corinne Migraine asked if the rules may be changed after a debrief from the 2020-21 race is finished? Yes on the safety issues.

Antoine noted that there is a discussion between the race organiser and the class about the 'Hugo Boss' style cockpit in the cabin, where the skipper is completely inside the boat and could see outside with cameras. On the one hand it is a good solution because we need to protect the skipper, but on the other hand it is not an easy story to tell for the race organiser that someone is sailing around the world with a computer in a cave or something like that.

iv) Calendar of class events 2021

The Ocean Race Europe in June with the VO65s. In August the Rolex Fastnet race Doublehanded, and then the Transat Jacques Vabre.

2022 Bermudes 1000 Race and then the Vendée Arctic and then in the autumn La Route du Rhum and Ocean Race (crewed).

2023: Rolex Fastnet Race followed by Transat Jacques Vabre

2024: Transat CIC, New York-Vendée followed by the Vendée Globe.

(d) 'Ultim'-Maxi Multihulls

i) General

Emmanuel Bachellerie, who has been updating this meeting in the past, sent an email saying that he has resigned from the Ultim class role he had and a new person will be appointed in next few weeks. He sent his best regards to everybody who has been engaging with him in the past on these meetings

ii) Update on fleet

To be launched in 2021 a new Banque Populaire and Francois Gabart's new boat.

iii) Calendar of class events

Christophe Gaumont said that he believed that the planned race around the world at the end of 2021 is postponed.

4. Update on Past and Future Concordat Races

(a) The Transat CIC 2020

Herve Favre reported the race was cancelled due to the pandemic. The next edition of the race has been confirmed for 2024 starting from Brest, where it will finish in the US is still to be decided. Classes planned remain the same, Class 40, IMOCA 60, Multi 50, Ultim.

(b) Québec - St Malo 2020

Michel Fortier and Richard Johnson reported that unfortunately they had to cancel the 2020 race two months before the start due to the pandemic. The first priority was to refund the racers. Looking at 2024, the plan is to start around 4-14 July.

(c) Vendée Globe 2020-21

i) PRB structural failure and abandonment to liferaft

Antoine Mermod explained it is a bit too early to have the real lessons: He had a call with Kevin Escoffier yesterday and then another one tomorrow. A lot happened, first for the structure of the boat which was not strong enough. Then for the rescue situation. The only point for which we have data was that the grab bag has to be positioned just near the companionway. The position was not bad, but this grab bag was sealed [in position], because it is sealed, the team is afraid to take a penalty so it was very strongly tied down. In the situation Kevin had to get the grab bag very quickly as the boat had broken in two, but the grab bag was too strongly tied up. [Subsequently] we asked all the competitors to break the seal and tie up their grab bags more lightly so that they can move them quickly.

Alan Gautier highlighted that the watertight door at the mast bulkhead was not closed which was an important issue. Antoine confirmed that competitors were subsequently advised to close hatches in their watertight bulkheads.

Antoine: Kevin was outside the cabin when the boat broke in two, water rapidly filled the cabin to the deck. [After raising the distress alert to the shore team] Kevin grabbed a survival suit, tried to take the grab bag, he went to prepare the liferaft on the stern, as he was preparing the liferaft, a wave washed him and liferaft into the sea. He inflated the liferaft and jumped in with the survival suit and the EPIRB and a small AIS beacon.

We don't really understand why, but the EPIRB was not a GPS one. The race Committee has the position once an hour without GPS correction. A few times there were two positions transmitted which were ten miles apart. This is why we had to get more competitors to join in the search. Jean Le Cam arrived first at the search scene within a couple of hours. He could see the AIS signal, but needed to slow his boat and make preparations. when he came back there was no more AIS signals.

Regarding the EPIRB, under commercial documentation it is written that it has a GPS. We are sure that for 31 boats in the race that they are models with GPS and are ok.

Christophe Gaumont: For OSR since 2015 and IMOCA Class Rules we need to know how we can be sure an EPIRB has a GPS.

ii) Initiatives Coeur, keel strike

Initiatives Coeur did not have a One-design keel [because it is an older boat] but its keel was designed to the same safety criteria. Following what happened to Hugo Boss in the 2019 Transat Jacques Vabre, we did update the grounding criteria for the boats, it was an agreement with all the designers, most of the boats were reinforced around the keel area. She did hit a whale at 20 knots and it seems that the damage was much less than in previous equivalent incidents. Now we have officially added this new criteria.

iii) Corum - dismayed

Antoine Mermod: summarised that the one design mast failure on 'Corum' is under analysis, we have logged data. It seems something went wrong on board. The limit

for the tie rod is around 11 tonnes on the windward side, 3 tonnes on leeward. When the mast broke, the load on windward side was 24 tonnes and 11 tonnes on leeward. There are load alarms, there were electrical problems two days before and the whole system shut down. The skipper managed to get things working again but the alarm was not activated. The mast rotation is normally 30 degrees. The data shows rotation of 60 degrees which is difficult to achieve but may explain the very high loads in the rig. There was something that makes this an unusual situation.

(d) The Ocean Race 2021-22

Phil Lawrence reported that the Ocean Race was postponed one year due to the uncertainty around Covid. The event is now scheduled to start Autumn 2022. All host cities have reconfirmed their participation and varied their contracts by one year, the proposed route is unchanged. 24 syndicates have paid a small fee to be a registered syndicate. Most of those don't have the money, and most of them won't make it, but that's a good number of people out there looking for money to try and participate in the race. The short European event in 2021 which is mainly designed to enable the teams to activate and try and find sponsors and look after their existing sponsors. Event is fully funded to run the race in 2022-23.

(e) La Route du Rhum 2022 Destination Guadeloupe 2022

Herve Favre was questioned on the minimum size of boat for the Route du Rhum. He replied that the Figaro 3 Class had voted that they were interested to discuss with us. There is already a transatlantic race in the Figaro 3 calendar, so I don't think the size of the boat is an issue, they are professional sailors. Having said that we will wait until we have appointed a new Race Director. I think there will be enough space for everyone in St Malo, The Figaro 3 is an important breeding class for the offshore community.

Halvard Mabire asked, if Herve was thinking of including the Figaro 3, then you are clearly thinking about increasing the limit on the total number of entries? Herve agreed that the entry limit may be increased to 130 and would discuss with the Class 40.

Herve was just on his way to a meeting with the new mayor of St Malo and planned to publish the Notice of Race in September 2021.

In June[2020] he sent a letter to World Sailing about the collision of dates between the Route du Rhum and the postponed Ocean Race. I have no problem with the Ocean Race using the pandemic situation to move to 2022, we all need to be accommodating, but I don't see why the Ocean Race would change the date of the subsequent editions to continue the clash.

5. Update on Past and Future non-Concordat Oceanic Races

(a) Clipper Round the World Race 2019-20-Restart Subic Bay(PHI) 28 August 2021

The race was paused due to Covid restrictions and is planned to restart on 28 August 2021.

(b) Transat AG2R 2020 Figaro 3 – Cancelled

The race was cancelled due to Covid.

(c) Vendée-Arctique-Les Sables d'Olonne 2020 – IMOCA

Louis Viat reported that the race had been created to replace the New York-Vendée. IMOCA and its partners were happy, it was good training for the Vendée Globe and the plan is to redo this race.

(d) OSTAR / TWOSTAR 2021 (2020 Postponed)

It was noted that the 2020 race had been postponed, and pushed back to May 2021.

(e) Ocean Race Europe – June 2021 IMOCA and Ocean Race 65

Phil Lawrence reported that the European event in 2021 is mainly designed to enable the teams to activate and try and find sponsors and to look after their existing sponsors.

(f) Normandy Channel Race Class 40

Manfred Ramspacher summarised that the 2020 event was a great success. It was the only event of Class 40 because of Covid. We had 26 entries, great support from the cities and the skippers.

(g) Globe 40 Round the World (40ft)

Manfred Ramspacher confirmed he planned to start the Round the World Globe 40 on 26 June 2022 from Tangier, Morocco. There will be a prologue from La Rochelle and Marseilles starting on 11 June. [See discussion in Item 3(a)(iv)].

(h) Great Cape Race 2021 - Monohulls Over 60' ORCi –3 October 2021

Andrew Cape explained: "What we're trying to create here is a fully crewed race around the world race in a cost effective manner using existing boats. That's why it's opened at both 60 foot and above. And clearly to let them race together, the race is handicapped under ORC handicap. Response has been good so far. We're pushing with an ambitious schedule of next year. Hopefully the world will be back on track. There's a lot of yachts out there that haven't been used and people are keen to get them out there.

The race is self-funded via the entry fee. There is no major event sponsor and that's a chicken and egg situation where you've got to get the entrants before you know you get the event so. We were talking with minimum of eight entries. Starting from Cowes 3rd October for Leg 1. Cape Town as a stop, Hobart as a stop and South America still negotiating but looking at Rio there and then straight back to Europe so boats are ready for the European season 2022.

IMOCA 60 are eligible including boats built before 2004 providing they comply with Category 0 and we want boats of that type to race, if they so desire.

(i) Transat Jacques Vabre 2021

An email update was received on behalf of Caroline Caron, new General Director of the Transat Jacques Vabre who has taken over from Gildas Gautier. Francis Legoff is the Race Director.

The 15th edition of the Transat Jacques Vabre will start from Le Havre on October 24th, 2021. The 16th edition (30 years) in 2023 and the 17th edition in 2025 are already confirmed thanks to the support of our founding partners (Le Havre, Region Normandie and JDE Group (owner of Coffee brand Jacques Vabre)).

Classes that will take part: IMOCA, CLASS40, MULTI50, ULTIM (invited)

Finish city: this will be decided before the end of the year and announced officially in January. We have 2 strong candidates at this stage, a city in Brazil, and one in the French Caribbean. Should it be the last option, the course would still comprise the most important milestones that have made the history of the most demanding double handed transatlantic race ever: the Bay of Biscay, Crossing the Equator, and The Doldrums.

The Notice of Race shall be published as soon as the finish city is decided.

[Subsequently the start date was moved to 7 November 2021 and the finish port is Martinique.] ...

- (j) Golden Globe 2022-23 (Solo Approved boats 32-36ft)

Don MacIntyre is the event organiser setting off from Les Sables d'Olonne.

- (k) Global Ocean Race 2023-24 Fully-Crewed Classic 'Whitbread' 47-80ft

Don MacIntyre is the event organiser planning to start from Les Sables d'Olonne..

- (l) The Race Around 2023 (Double-handed Class 40)

Sam Holiday reported that the general premise of the event is a multistage around the world race for Class 40. Currently we are looking at a Double-handed race, but it is highly likely that a solo category will be included within it.

The race is planned to be a real alternative to Vendée Globe for those with smaller budgets. Planning to start from France, then Cape Town, New Zealand, Rio, back to Europe. Category Zero race.

- (m) The Arch – Ultim and Multi 50

Damien Grimont and Jane Leonard from Profil Grand Large were not able to attend but reported: "Our event 'The Arch' is facing the same tough situation as other race organisers, due to the pandemic. We are planning to organise The Arch in 2022 and 2023.

In 2022 the Arch will launch a new race around Europe to carry the message of climate urgency and announce the call for solutions and the youth challenge.

There were no sailing class already privileged, but we are dealing in particular with the Ultims and the Multi50 one.

In 2023, The Arch will put the spotlight on the very first modern sailing cargo ships (armed by Ariane Espace) which will carry the 100 winning solutions and youth initiative around Europe in an Ecological Armada.

6. Rolling 4 Year Events Program

- (a) The 4 year rolling events program for the coming years was reviewed. (See Appendix 1).
- (b) Halvard Mabire felt that the Transat Quebec St Malo had taken the correct action by postponing by 4 years to maintain the standard calendar of events.
- (c) Corinne Migraine noted that there are some situations that need to be solved regarding the Class 40 and Race Organisers, the clash between Class 40 and Globe 40, I hope they will continue talking.

7. Updates from World Sailing

- (a) General

New CEO David Graham started in the summer, In October new President elected, Quanhai Li from China. New Board of Vice Presidents elected. Matt Allen(AUS) is the new Chairman of the Oceanic and Offshore Committee and Corinne Migraine the Vice Chair.

- (b) Oceanic and Offshore Committee

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

(c) Offshore Special Regulations

Minor changes to Offshore Special Regulations for 2021 were summarised.

(d) Olympics 2024- Offshore – Mixed Doubles

Corinne Migraine said there is not much news, we worked a lot on the concerns of the International Olympic Committee regarding safety and costs on the proposed offshore event. Now it is really a political decision within the IOC. An answer from the IOC will be given not later than the end of May 2021.

8. Next Meeting

To be held December 2021, FFVoile, Paris.

9. Any Other Business

Corinne Migraine noted her concern with the number of collisions with objects in the sea including whales. It was questioned is there any work that can be done on reducing the number of collisions and maybe pooling resources developed by events and classes.

Mike Golding wondered whether the number of collisions in the Vendée Globe in the Southern Ocean was a function of the boats being further north in warmer waters due to the ice exclusion zone.

Christophe Gaumont noted that following the WS committee changes he would no longer be on the Oceanic and Offshore Committee. Corinne would be on the Oceanic and Offshore Committee and Chair the next Major Oceanic Event Organiser meeting.

There was no further business and the meeting concluded at 1400.

Appendix 1 - Summary of Concordat and Other Events Calendar 2020-24 (Dec 2020)

Concordat Events	Classes		2020	2021	2022	2023	2024
The Transat CIC	Monohull IMOCA 60 Class 40	Multihull 'Ultim' >60' Multi 50	Cancelled				May
Québec St Malo	Monohull IMOCA 60 Class 40 39'-70'	Multihull 'Ultim' > 70' Multi 50 39'-70'	Cancelled				
Vendée Globe	IMOCA 60		8 Nov →				
The Ocean Race	Volvo Ocean 65 IMOCA 60				end Oct → June		
Route du Rhum	Various Classes				Nov		

Other Oceanic Events	Classes		2020	2021	2022	2023	2024
Clipper	Clipper 70			28 Aug			
Transat en Double	Figaro 3		10 April	9 May			
RWYC OSTAR + TWOSTAR	Monohull + Multihull 27' – 60'		10 May	9 May			
Vendée Arctique	IMOCA 60		7 July		Summer		
Great Cape Race	Monohulls greater than 60' ORCi			3 Oct →	April		
Transat Jacques Vabre	Monohull IMOCA 60 Class 40	Multihull Ultim invited Multi 50		24 Oct		Oct	
Globe 40	Class 40 – 2 crew				26 June		
Bermudes 1000	IMOCA				?		
Golden Globe	Approved Monohull 32' – 36'				4 Sept →		
Ultim Round the World	Multihull Ultim 80'-105'						
Global Ocean Race	Classic 'Whitbread' 47-80ft					10 September →	
The Race Around	Class 40 – 2 crew					September →	
New York - Vendée							June
Normandy Channel Race	Class 40		September	30 May			
Other Events							
America's Cup	AC 75		Dec →	21 Mar			