Major Oceanic Event Organisers met at 14:00 – 18:00 hours on Monday 13 December 2010 at Hotel Palacio, Estoril, Portugal

1. Welcome and Introductory Remarks  
2. Reports on Races and Further Consideration  
3. Update on Future Races or Projects  
4. Rolling 4-Year Program of Main Oceanic Races  
5. Relations with Classes  
6. Communication  
7. Other Items  
8. Date and Place of the next meeting

Present:
Jacques Lehn – Chairman ISAF Oceanic Panel, Chairman ISAF Oceanic and Offshore Committee  
Jerome Pels – ISAF Oceanic Panel, (ISAF Secretary General)  
Pierre Fehlmann - ISAF Oceanic Panel, ( ISAF Oceanic and Offshore Committee )  
Mike Golding – ISAF Oceanic Panel  
Alan Green – Global Ocean Race – Consultant  
Gilles Chiorri – The Transat (Offshore Challenges) – OC Events Director  
Knut Frostad – Volvo Ocean Race  
Jack Lloyd – Volvo Ocean Race  
Mark Turner – The Transat (Offshore Challenges)  
Luc Talbouret – IMOCA 60 Class - President  
Marco Simeoni – President, Multihull One Design  
Franck David – Executive Director, Multihull One Design  
Jason Smithwick – ISAF Head of Technical and Offshore

Apologies:  
Alain Gautier – ISAF Oceanic Panel  
Sir Robin Knox Johnston – Velux 5 Oceans (Clipper Ventures)  
Andor Serra - Barcelona World Race

Did not attend  
Pierre Bojic – La Route de Rhum - La Banque Postale (Pen Duick) – Director General

1. Welcome and Introductory Remarks

Jacques Lehn welcomed participants to the second 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 and this is a forum to discuss items of mutual interests such as the 4 year programme, safety, use of Racing Rules of Sailing etc. ISAF are represented by the Oceanic Panel as described in ISAF Regulation 15.17 and those members are Jacques Lehn, Jerome Pels, Pierre Fehlmann, Alain Gautier and Mike Golding.

Jacques Lehn also welcomed other participants at the meeting representing sailing classes, namely Luc Tabourdet for IMOCA, Alan Green, representing Jacques Fournier, for Class 40 and Marco Simeoni and Franck David for the Multihull One-Design.
Apologies were received from Sir Robin Knox Johnston, Alain Gautier and Andor Serra. Due to the change of CEO in process, the Vendee Globe could not be represented at this meeting.

2. **Reports on Races and Further Consideration**

   **Route du Rhum**

   Pierre Bojic was not available to give a report regarding the Route du Rhum but Jacques Lehn described that that there were no major problems and the event had been run well. Gilles Chiorri stated that to run an event in France now required a recent EU initiative regarding an environmental impact survey and that this could cost upwards of €50,000, he stated that there was only one consultant who undertook this work. Gilles noted that the recommendation then requires items such as distinct event parking, signage and guides to minimise the environmental impact. Jacques stated that the FFV had helped the Route du Rhum organisers with this initiative. Gilles stated that ISAF could work with this initiative to create a generic template for the survey to help race organisers.

   **Velux 5 Oceans**

   Sir Robin Knox Johnston was not available to give a report as the 2nd leg of the Velux 5 Oceans was to start at the weekend. Robin had issued a brief written report from the 1st leg, which was read by Jacques Lehn and is detailed in appendix C.

   Questions were raised regarding the sporting level of the race. Jacques Lehn suggested that any discussion regarding the Velux 5 Oceans race would be more appropriate if left to the next meeting in Spring 2011 when Sir Robin Knox Johnston could attend.

3. **Update on Future Races or Projects**

   **Transat Quebec Saint Malo**

   Jacques Lehn reported that he had met with the organisers of the Transat Quebec Saint-Malo. The race is to start on July 22, 2012 for Class 40, Multi 50 and Open boats. Gilles Chiorri asked who is the Organising Authority, Jacques replied it is the Voile Internationale Quebec. Jacques reported that in order to bring boats from Europe to North America, Classes will organise races, the Solidaire Chocolat for Class 40 in March 2012 followed by Class 40 races in North America. The Multi 50 class is also considering organising a race from Europe to North America. Sylvain Gagné (president) and Jean Lemay (CEO) are considering signing the ISAF Major Oceanic Event Organisers Concordat and will discuss that at the next Voile Internationale Quebec board meeting.

   **Global Ocean Race**

   Alan Green reported on the Global Ocean Race, Alan is assisting Josh Hall with the race organisation. Alan reported that for 2011 there are 19 entries so far with an expectant of 19 to 25 in total. The race is ISAF Offshore Special Regulations category 0, double-handed in the Class 40. The race will start in Mallorca with several stop overs in Cape Town, Wellington, Punta Del Este, Charleston and returning back to Mallorca. For the next event there are considerations for a single handed race.
Other Events

Jacques Lehn then presented the programme of other events:

<table>
<thead>
<tr>
<th>OTHER EVENTS</th>
<th>Classes</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transat Jacques Vabre</td>
<td>16th Oct</td>
<td></td>
<td></td>
<td>Oct</td>
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<tr>
<td>Quebec St Malo</td>
<td></td>
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<td>22 July</td>
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<tr>
<td>Global Ocean Race</td>
<td>Class 40</td>
<td></td>
<td>25th Sept</td>
<td></td>
<td>July</td>
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<tr>
<td>Istanbul Europa Race</td>
<td>IMOCA</td>
<td>July</td>
<td></td>
<td>Summer?</td>
<td>May</td>
</tr>
<tr>
<td>Normandy Channel Race</td>
<td>15th May</td>
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<tr>
<td>Solidaire du Chocolat</td>
<td>July</td>
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<td>July</td>
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Multi One-Design - MOD

As the Multi One Design (MOD) is building as a new class that could have an impact on the future programme of events the class were asked to attend the meeting. Marco Simeoni, president of the Multi One Design gave a report to the meeting. Marco stated that they are in the process of building boats and their first role is to get in touch and secure sponsors. Marco explained that when talking to sponsors, forming links with ISAF would make their position stronger. It was the MOD position to become an ISAF class when they meet the ISAF entry criteria.

Marco reported on the MOD progress. The first boat launch is in March 2011 with a 3 month cycle for launch of a further 3 boats with the first event expected in July 2012. The first races in 2012 should have around 6 boats. By August 2013 there will be 12 boats, which is the maximum number.

Franck David, MOD Executive Director, then gave a further description of the project in that the MOD is a one-design class with 6 crew. The balance of events is 80% offshore, 20% inshore. The events will always have stop overs and they intend to be a major event in world oceanic sailing.

Jacques Lehn described what is required for ISAF status including the worldwide boat distribution, class rules and a class association. Jason Smithwick described the process and invited the MOD class to get in contact with ISAF for them to help through the process of writing class rules and a subsequent ISAF class application.

Jacques Lehn stated that with the MOD circuit there is a job to ensure there is no conflict with the calendar and there should be further talks. Mike Golding stated that the summer events should not conflict with other races and enquired the format of the European tour. Franck David described the tour as 1 month North to South. Luc Tabourdet suggested that the monohull vs multihull format should be made understandable to the public. A potential conflict between the MOD European tour and Istanbul Europa Race was identified and it is understood that Franck David and Luc Tabourdet are discussing this issue.
The Multi One Design suggested programme of races is as follows:

<table>
<thead>
<tr>
<th>MOD Event</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ocean Race</td>
<td>July</td>
<td></td>
<td>Summer</td>
</tr>
<tr>
<td>European Tour</td>
<td>September</td>
<td>June</td>
<td></td>
</tr>
<tr>
<td>Ocean World Tour</td>
<td></td>
<td>November to April</td>
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</tbody>
</table>

4. **Rolling 4-Year Program of Main Oceanic Races**

**ISAF Major Oceanic Event Title Value**

Mark Turner raised the question how flexible is ISAF recognition of Major Oceanic Events and stated that the ISAF Major Oceanic Event title has to have value to the organisers for it to work and ISAF should be ambitious in this area. The title should be of real value and something that race organisers covet. Mark enquired how events could lose their ISAF Major Oceanic Event title and that while trying to work with ISAF, in the commercial world he would hesitate to use the ISAF logo and status if it had an event that didn’t meet certain standards. Jacques Lehn explained that this was detailed within the ISAF Concordat agreement. Mike Golding suggested that before removing an event from the Concordat the event should be given the opportunity to fix any issues or problems. Mark Turner explained that for some sponsors they do not know the difference between the Volvo, Velux or Extreme sailing series for example, so ISAF has to provide the mark of quality with open and, if necessary, “brutal” and ambitious criteria. Finally a question was raised of what variables would be appropriate for consideration for an ISAF Major Oceanic Event? It was stated that not only competence and resources should be considered but also sporting level and other examples such as boat numbers, level of sailors etc.

Later in the meeting there was further discussion regarding ISAF recognition of major events. Marco Simeoni made the point that a problem with sponsors is for them to understand the list of events and ISAF could help in this area. Knut Frostad expanded that this is not just Major Oceanic Events, the America’s Cup also falls into the list. Knut explained this is a commercial question and at the moment the Americas Cup and World Match Racing Tour can do what they want and the clashes do not help. Gilles Chiorri suggested that the group could include professional events and asked if the Americas Cup would accept to discuss the calendar. Jerome Pels explained that there had been many discussions with the Americas Cup and some of them were difficult. Knut Frostad described that the Volvo 70 crew were linked with the Americas Cup and this is the same with the Extreme 40 circuit and stated that how we work today is a “dog fight”.

**Professional Sailors**

A question was raised that when recognising events should the level of the sailors taking part be considered and would a professional level of sailor be useful? Luc Tabourdet mentioned that the Oceanic ISAF classes could help in this area. Mark Turner explained that the ISAF class system was well structured but the ISAF sailor classification system was not. Luc Tabourdet suggested that the public do not understand the sailor classification and that a ranking system would be appropriate.

Jerome Pels reflected on how other sports manage professionals and that many sports have a professional license system. Jerome stated that sailors have more of a free spirit and this makes the professional sailor status more difficult and it would only work if event organisers
accepted such a system. Gilles Chiorri suggested that National Authorities may also have an opinion.

Alan Green suggested a different approach such that an Oceanic Professional Sailor could be a sailor who has achieved considerably in their sailing field. Mike Golding suggested that this was more difficult within the crewed classes. Knut Frostad suggested that he did not get concerned over professional sailors but just if they are good.

Jacques Lehn summed up that it was a complex problem and ISAF would be happy to receive contributions from the group. It was suggested that Mark Turner and Luc Talbourdet could work on this from the Major Oceanic Event organiser’s perspective.

Rolling 4 Year Program

Jacques Lehn stated that the group had adopted the 4 year programme of events at the last meeting and this was for 2010 to 2013. This meeting confirmed the dates and there was no change to the programme, this is included as Appendix A to the minutes. It was suggested for this meeting not to look into 2014. It was agreed that with the absence of Sir Robin Knox Johnston and Andor Serra this discussion should be postponed to the meeting in Spring 2012 due to the possible conflict of the Velux 5 Oceans and the Barcelona World Race. In addition there will be more information on the Volvo programme at that time.

Jacques suggested that it would be good to keep a list of other oceanic races that could have an impact on the calendar of races and asked if the ISAF secretariat could look into composing this list. Pierre Fehlmann commented on his proposal regarding a category of races where there are three categories; Category A – ISAF Major Oceanic Event, Category B – an established event organised more than once and Category C a new race for example. Pierre stated he would make a written proposition regarding this.

Volvo70 class

Knut Frostad made the general point that you can’t always avoid clashes and we should only address those that pose as an issue. For example the Class 40 and Volvo 70 should not be compared. Knut then also described the Volvo70 class boat as a class that has only 1 race every 4 years but other classes such as IMOCA has a healthy programme of events. Volvo were looking to fill the gap in the programme with activities every year to help with sponsorship, otherwise the class was not sustainable.

Mike Golding then enquired if this would cause a clash with the IMOCA and Volvo70 calendar. Knut Frostad responded that it is possible but this should be avoided.

5. Relations with Classes

Jacques Lehn stated that the organisers speak to MNAs, ISAF and classes. To make it more efficient he suggested it would be appropriate to invite representatives from the ISAF oceanic classes to attend the meeting. Jacques considered that this should include IMOCA, Class 40 and the MOD70. This was agreed. Gilles Chiorri enquired the status of the MOD70. Jacques stated that as they intended to pursue ISAF status we should invite them to the next meeting.

6. Communication

Jacques Lehn reported that at the last meeting the subject of communicating the Oceanic Concordat Agreement was raised and that ISAF should publicize this further. Jacques reported that ISAF had created a logo for the ISAF Major Events Organisers together with usage guidelines. The ISAF website has also been updated with the calendar of ISAF Major Oceanic Events. In addition ISAF will be happy for organisers to send information and
promote their events via the ISAF website and newsletter, Making Waves. A news item was published regarding this meeting and this is attached as Appendix B to the meeting minutes.

7. Other Items

Training of Juries

Jacques Lehn reported the progress on training of juries and other race officials for Oceanic Events. Jacques described that most of the expertise in this area was in France and that elsewhere, many oceanic race officials were not at the same level. In this respect it is good if ISAF can help. Jacques stated that France and Spain were working together to train Offshore Special Regulations inspectors. The plan is to also develop training material for oceanic race officials and jury members. As an example there should be training on how they receive and deal with protests, penalties, redress etc. Jack Lloyd stated that it is not ideal to have a specialised small group with expertise and it would be good to identify other race officials who would like to be involved in oceanic races and train them. Jack, who is also Vice-chair of the ISAF International Judges Sub committee, stated that this should be an initiative of the ISAF Race Officials Committee and work should be channelled through this committee to not re-invent any existing material.

Notice of Race and Sailing Instructions

Jacques Lehn explained that an ISAF group including Christophe Gaumont and Ana Sanchez were looking at developing a standard Notice of Race and Sailing Instructions using previous races as a template. The work would include updating to be in line with the Racing Rules of Sailing Appendix L and other ISAF rules and regulations. These documents would not be mandatory but could be used by organisers. At present the group lack input from crewed races but the group would work on this to present documents at the ISAF Annual Conference in November 2011.

Telematic Advice

Jacques Lehn invited Alan Green to give a report stating the International Maritime Organisation (IMO) Maritime Safety Committee (MSC) had produced guidelines regarding telematic advice to race organisers and medical assistance at sea and the advice from the MSC is taken seriously but were only guidelines. Alan reported that Appendix H of the ISAF Offshore Special Regulations was very short and had little guidance in this area. A group chaired by Sten Edholm, member of the ISAF Special Regulations Sub-committee, was working to expand this appendix. The guidelines are included as an attachment to these minutes.

International Maritime Organisation

Jacques Lehn explained that Alan Green as retired chair of the ISAF International Regulations Commission has been involved at IMO meetings for many years. Alan reported that IMO were not at this time concerning themselves with single-handed races but encouraged organisers to keep close relations with search and rescue authorities. In addition IMO have been investigating piracy issues and organisers should maintain contact to safety authorities in this area. Jack Lloyd reported that he had attended a meeting regarding piracy earlier this year.

Crisis Management Programmes (CMP)

Jerome Pels reported that ISAF were looking into updating their CMP as the ISAF risk assessment had identified this area as needing more work. Jerome encouraged a communication programme with event organisers such that there can be a coordinated response between ISAF and the event organiser should an incident happen during a race, for example. Gilles Chiorri asked how they could access the ISAF scenarios. Jerome agreed
ISAF will contact the organisers. Jack Lloyd stated that most major events have this in place and the link with ISAF could just be added to the event CMP.

Games, Betting and Gambling

Jerome Pels described that there are more investigations arising in international sport with respect to irregular gambling, fraud or cheating related to gambling and this was related to officials and competitors. Sailing has been identified as a sport that could be targeted in this area and there are now organisations that can monitor irregularities in betting using computing algorithms etc. FIFA, the basketball federation and the International Olympic Committee (IOC) are using these organisations and they give them access to the data.

Knut Frostad explained that he understood that there had been betting on Volvo, Vendee Globe and some UK races. Volvo had been in discussions with betting agencies and Knut explained that an event organiser linking with a betting agency could potentially be worth a lot of money. The betting agencies in any agreement tend to have access to the result information before the general public.

Jerome Pels explained that in sports in general a competitor cannot bet on their own result but this was not enforced in sailing yet. Jerome suggested this should be addressed quickly, perhaps within ISAF regulations. Knut Frostad agreed this was a good idea to put these rules in place.

Anti Doping

Jerome Pels encouraged organisers to come to ISAF to establish an anti-doping programme. He also explained that a link with the International Federation gives some level of protection from national agencies testing at an event when it travels around the world. Also ISAF understand the intricacies of anti-doping for offshore and oceanic races. This gives consistency to the event where there can be an organised programme of athlete testing. Gilles Chiorri enquired how many instances of doping had there been? Jerome replied that there were 5 or 6 cases but in most cases these were cases of recreational drugs, food additives or an athlete taking a banned substance with medication and not reporting a terms of use Exemption (TUE). Jack Lloyd reported that Volvo had implemented a programme with ISAF and this had worked well. This was a matter of safety for Volvo.

8. Date and Place of the next meeting

It was agreed that the next meeting be held in Paris on Tuesday 14 June 11:00 to 16:00. Further details will be circulated in due time.

There being no further business the meeting was closed.
Appendix A: The ISAF endorsed programme of Major Oceanic Events and ISAF Special Events races to 2013

<table>
<thead>
<tr>
<th>EVENTS</th>
<th>Classes</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barcelona World Race</td>
<td>IMOCA</td>
<td>31st Dec</td>
<td></td>
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<tr>
<td>Route du Rhum</td>
<td></td>
<td>31st Oct</td>
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<tr>
<td>The Transat</td>
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<td></td>
<td></td>
<td>May</td>
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<tr>
<td>Velux 5 Oceans</td>
<td>IMOCA/ Eco-60</td>
<td>17th Oct</td>
<td></td>
<td>May</td>
<td></td>
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<tr>
<td>Vendée Globe</td>
<td>Imoca</td>
<td></td>
<td></td>
<td>11th Nov</td>
<td></td>
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<tr>
<td>Volvo Ocean Race</td>
<td>VO 70</td>
<td></td>
<td>29th Oct</td>
<td>7th July</td>
<td></td>
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<tr>
<td>America's Cup</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Fall</td>
</tr>
</tbody>
</table>
Appendix B: ISAF News Article regarding Major Events Organisers meeting December 2012

ISAF Major Oceanic Event Organizers Meeting In Estoril
ISAF Major Oceanic Event News
Estoril, Portugal
The bi-annual ISAF Major Oceanic Event Organisers meeting is to take place in Estoril, Portugal on 13 December 2010 to discuss matters relating to the international organisation of oceanic events.

There will be representatives from ISAF oceanic classes such as the IMOCA Open 60s and the Class 40. Events represented in the group include the Volvo Ocean Race, Velux 5 Oceans, La Route du Rhum - La Banque Postale, Barcelona World, The Transat and Vendee Globe races.

The meeting is arranged to discuss the rolling four year calendar of major oceanic events, updates on future events or classes, communication, safety and other matters relating to ISAF and the international sport of sailing in oceanic events.

The meeting is chaired by the ISAF Oceanic and Offshore Committee Chairman, Jacques Lehn and includes other representatives from ISAF and sailors with much experience in oceanic racing such as Mike Golding, Alain Gautier and Pierre Fehlmann.

The meeting is to take place prior to the World Yacht Race Forum in Estoril that is held from the 14 to 16 December, for more information see www.worldyachtracingforum.com where ISAF will also be represented by Secretary General, Jerome Pels, and Head of Technical and Offshore, Jason Smithwick.
Appendix C: Report from Sir Robin Knox Johnston – Velux 5 Oceans

Briefly, all the boats have arrived safely in Cape Town at the end of Leg 1, with no structural or rig damage. The average speed of the leg winner was 11.9 knots.

The last boat to arrive, Christophe Bullens, was greeted by all the other skippers and crews, who immediately set to getting his sails off for repairs and starting on the work list. It is good to see the tradition continues in this race of skippers supporting each other in such a positive way.

On the PR front, a 9 part TV documentary will be shown on Discovery Network worldwide, in addition to national channels from the countries of the skippers.

The website had 100,000 unique visitors during the first week of the race alone.

The PR agency, operating in 8 countries to secure printed media coverage, and 9 international journalists are flying out to Cape Town for the start.

We can provide UMV figures next year but are currently well on track to achieve the global target of Euros 80,000,000.
Major Oceanic Event Organisers met at 11:00 – 16:40 hours on Tuesday 14 June 2011 at the Fédération Française de Voile, 17 rue Henri-Bocquillon, 75015 Paris, France.

1. Opening of the Meeting

Jacques Lehn welcomed participants to the third 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.

ISAF are represented by the Oceanic Panel and those members are Jacques Lehn, Jerome Pels, Pierre Fehlmann, Alain Gautier and Mike Golding.
Jacques Lehn also welcomed other participants at the meeting representing relevant ISAF boat classes, Luc Tabourdet (IMOCA), Muriel Robin and François Angoulvant (Class 40). In addition Marco Simeoni (Multi One-Design) which intends to seek ISAF class status. Josh Hall and Alan Green were welcomed as observers representing the Global Ocean Race.

He anticipated the discussion would be interesting, as the current economic worldwide situation was challenging event participation numbers despite the excellent quality of event organisers.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes were noted of the Major Oceanic Event Organisers meeting of 13 December 2010 (circulated and approved after the meeting). It was agreed to place these on the ISAF website for future reference.

(b) Minutes Matters Arising

There were no matters arising not covered elsewhere on this agenda, except that Alain Gautier highlighted similar problems of the clashing of event dates between Extreme 40 and the more recently-published AC45. Jerome Pels confirmed that Extreme 40 organisers had asked him to intervene in the clash of dates, but that this was not simple as ISAF had not yet signed an agreement with ACRM.

3. Reports on Recent Races

(a) La Route du Rhum – La Banque Postale 2010

Pierre Bojic reported that the event had attracted 2 million visitors during the pre-start week in St Malo. There were 85 entries in 5 classes; IMOCA, Class 40, Multi 50, Ultimate (large multihull) Class, Category Rhum. No particular organisational problems were experienced. The next event is scheduled for 2014, with the plan to publish the Notice of Race in 2013. Alain Gautier urged that the Notice of Race be published as early as possible.

(b) Velux 5 Oceans 2010-2011

Robin Knox-Johnston summarised that the event had attracted 9 ECO 60 entries, 2 were refused permission to start, 5 started, 4 finished. He felt that this was not enough participants and that the economic situation had made it hard for potential entrants to attract sponsorship. The plan was to run the event again in 2014-15 using the ECO 60 class and the SoiOceans 52 class.

(c) Barcelona World Race 2011

Andor Serra reported that the race attracted 14 IMOCA 60s, 65% of the fleet completed the race. He was pleased with the media coverage generated especially in Spain and has secured 50% of the 2014/15 race budget. There were no particular problems regarding safety. It was noted that the Spanish government fiscal policy to assist nautical tourism had been particularly beneficial to supporting race entries from Spain. He anticipates that this policy will be maintained. Andor confirmed that the event will take place whatever the outcome of any review of fiscal policy. Luc Talbourdet felt that the two-handed aspect of the race was a good bridge between the solo racing world and the fully-crewed Volvo Ocean Race.
4. Update on Forthcoming ‘Concordat’ Races

(a) Volvo Ocean Race 2011-2012

Jack Lloyd clarified that the first in-port race starts on 29 October 2011, with the first ocean leg starting on 7 November. The seventh entry will be announced next week. There will be 5 new boats in the race. Although there had been efforts to reduce costs for a team, the grandfathering rules for older Volvo 70s had not really worked as anticipated. The currently active sponsors want to come back for a future edition of the race. 60-70% of the stop-over ports want to come back for the next event. There will be 10 ports and this is logistically considered too many. The organisers are actively reviewing an event in 2013, which might not be a race around the world. The originally planned race in 2014-15 will remain on provisional calendar as place holder at the moment on a 3-year cycle.

(b) The Transat 2012

Gilles Chiori confirmed that last week OC Third Pole had decided to postpone The Transat until possibly 2013, probably 2014. This was following the postponement of this year’s Istanbul Europa Race scheduled for July, due to insufficient entries. OC Third Pole had acted to help solve the difficult position of this IMOCA race. By offering to release to the Europa Race organiser Olay Nautic, OC Third Pole’s long established May slot in the pre-Vendée Globe 2012 calendar, it has permitted the rescheduling of the Istanbul Europa Race to 2012 with hopefully a stronger fleet.

It is possible that OC Third Pole might in the future organise a double-handed Transat before the Barcelona Race and a solo Transat before the Vendée Globe.

Mike Golding felt that The Transat had suffered from the reduction in qualification requirements for the Vendée Globe.

Gilles noted that a survey of IMOCA skippers was made regarding the potential route of the race. Options included the Azores or Bermuda as a mark of the course, in order to avoid the icebergs off Newfoundland. 85% of the skippers wanted to do the traditional course.

Alain Gautier felt that a race organiser might step in to organise a solo IMOCA 60 race in March/April 2012 as this would provide better preparation for the Vendée Globe, than the fully-crewed Istanbul Europa Race.

Pierre Bojic expressed his regret at the postponement of this historic event and the destabilising effect on the long-established schedule.

(c) Vendée Globe 2012-2013

Guillaume Henry confirmed that the start date will be 10 November 2012. There are 10-12 teams planning to start at the moment. The Notice of Race including qualification requirements were published in December 2010. The cancellation of the Transat and the lack of a solo race in 2012 have caused him to consider issuing an amendment to the Notice of Race.

Mike Golding observed that whilst the qualification requirements were straightforward for experienced Vendée Globe skippers, that care should be taken to assist new skippers seeking qualification for their first Vendée Globe race. He felt that historically the Transat had been the best way to qualify for the Vendée Globe.

Guillaume noted that his team were assisting skippers to approach potential sponsors with media, management plans and networking. Their goal is to have 20-25 boats on the start line.
Major Oceanic Event Organisers Agenda (cont.)

Mike Golding agreed that the organisers were rather ‘spoiled’ by the success of 30 boats entered in the last race.

Luc Talbourdet agreed that 15-20 boats in the next race is a success and not a crisis.

5. **Update on Forthcoming other Oceanic Races**

(a) **Global Ocean Race 2011-2012**

Josh Hall explained that this event for 2-Handed Class 40 boats fitted a need for an owner/driver situation, where the sponsorship was more likely to cover the operating budget. There are an extensive range of regattas and this is a big difference from the Volvo Ocean Race and IMOCA and provides affordability with a good media profile. Currently there are 19 boats on the entry list and his team are helping entrants with their media plan. He expected 12-15 boats to start on 25 September 2011 from Mallorca, Spain. The plan is to run a solo race in 2013, and another 2-handed in 2015.

He noted that the Barcelona World Race and Volvo Ocean Race benefited from the fiscal policy in Spain and asked that ISAF try to use its political status to encourage fiscal advantages in other countries.

There was a general discussion in which it was noted the practicalities of the fiscal policy benefits sometimes took years to implement and changed over time, a change of government may see the benefits removed. It was also noted that the fiscal advantages enjoyed by some sport international governing bodies was under increasing scrutiny (e.g FIFA).

(b) **Transat Jacques Vabre 2011**

Pierre Bojic confirmed that the tenth edition of the race will start on 30 October 2011 from Le Havre, France, with the finish in Puerto Limon, Costa Rica. It will be open to IMOCA 60, Multi 50, Class 40 and Class 2 (monohulls 45-50ft.)

Alain Gautier asked whether larger multihulls might be invited to races.

Jacques Lehn felt that there were more race organisers and large multihulls available than there were skippers with the required finance, and noted that several of the large multihulls were for sale.

Pierre Fehlmann asked if Pierre Bojic was going to sign the Concordat agreement on behalf of the Transat Jacques Vabre.

(c) **Quebec – St Malo 2012**

Jacques Lehn noted the event organisers are trying to find money to organise the event. Pierre Bojic questioned whether the event would attract sufficient entries without The Transat to take european boats west.

Pierre Fehlmann representing Sylvain Gagné, reported that the organisers have found some funding. The race will start on 22 July 2012 with classes for Class 40 and Multi 50. This race is a fully crewed event. They may also consider talking to the Eco 60 Class. Pierre Fehlmann felt that the organisers were in a position to sign the Concordat agreement.

François Angoulvant hoped that there would be 25 Class 40s in the race as they were arranging as a feeder race the Solidaire du Chocolate starting 11 March 2012 from St Nazaire (France) to Mexico, followed by the Atlantic Cup up the East Coast of USA.
Robin Knox-Johnston confirmed that the ECO 60 Class would be looking for events to compete in. Brad van Lieu was working on encouraging the use of old IMOCA 60s and working on safety rules.

6. Updates from Classes

(a) IMOCA 60

Luc Talbourdet reported that there are currently 11 active campaign teams, which is less than four years ago. The goal is to have 20 boats in the Vendée Globe. There have been 6 new boats built since the last Vendée Globe race, and there are ten good second-hand boats on the market. The 2008-9 race attracted 18 new boats.

Jacques Lehn noted that some prospective IMOCA projects were seeking €3 million to buy a boat and €3 million for running costs.

Alain Gautier felt that the class rule changes had helped, a second hand boat would be €1 - 1.5 million. Over a four year period, 80% of the media return was around the Vendée Globe race. The teams find money because of the Vendée Globe and Barcelona World Race.

Luc Talbourdet also advised that a return race back from the Transat Jacques Vabre was planned.

(b) Class 40

François Angoulvant reported that there were now 112 boats, with 10 boats built in compliance with Category 0 this year especially for the Global Ocean Race. Nations represented now include China and Czech Republic. Approximately 65% of the boat owners are amateur sailors and the association’s challenge was to find the balance between the needs of the amateur and professional groups.

Jacques Lehn questioned whether there might be separate classifications in future races. François said that this was not planned.

(c) Multi One Design (70’)

Marco Simeoni reported their goal was to build a fleet of 12 trimarans. So far they have sold 6 boats and hope to sign 2 more in the next weeks. The first event is planned for 4 July 2012 when six boats should be ready for the KRYS Ocean Race from New York to Brest.

Gilles Chiori reported that OC Third Pole are working as a contractor to Multi One Design to organise a European Tour starting around 25 August 2012 from the Baltic and heading south to the Mediterranean over 4 or 5 weeks. It is hoped 7 boats will race.

Marco noted that the cost price of the boat was around 40% less than a one-off build due to the economies of scale as a one design project. The annual budget would be around €2.5 million including insurance and amortization. To ensure international interest, no more than 4 boats will be sold to a single nation.

(d) Eco 60

Robin Knox Johnston reported that the class is being developed for older IMOCA 60s, giving an opportunity to compete at a lower budget. He felt it was complimentary to the IMOCA fleet where developments rendered vintage boats less competitive.
7. **Rolling 4 Year Events Program 2011-2014**

The meeting reviewed the 4 year rolling events program for 2011-2014, looking at Concordat events, other oceanic events and the proposed Americas Cup events.

Alan Green asked that if a club was thinking of running an oceanic event in 2018 to mark an anniversary, what advice could be given to the club?

Jacques Lehn felt that the club should consult with the Oceanic Panel.

In reviewing the Calendar of Events (Appendix 2) Jacques Lehn asked the meeting if there was any objection to moving the Transat Jacques Vabre and the Quebec St Malo to ‘Concordat’ status?

There were no objections.

**Decision**

**Transat Jacques Vabre and the Quebec St Malo will be reviewed regarding the Concordat conditions. Following a successful review and the signing of the ‘Concordat’ agreement, the events will be added to ‘Concordat’ status.**

For 2013 Josh Hall noted that the Global Solo Race was proposing a long second leg from South Africa to South America. Jacques Lehn said that the FFV had concerns about the length of the second leg for a solo race on Class 40 boats. Josh Hall advised that the Notice of Race was provisional and that more stops may be added.

Marco Simeoni indicated that The Ocean World Tour for the Multi One Design would have 7-8 stops, avoiding the Southern Ocean and going through the Panama Canal.

Pierre Bojic, questioned as to his plans for a round the world race for maxi multihulls, said that this was ‘still in the air’.

Regarding the 2013 overlap of the Global Solo Race and the Transat Jacques Vabre, Alain Gautier felt that the essential aspect was to avoid a clash of starting date.

Pierre Bojic highlighted the conflict of schedule between the Transat Jacques Vabre 2013 and the Ocean World Tour.

**Decision**

**The Concordat event dates for 2011, 2012 and 2013 were endorsed and will be published by ISAF. If a date is to be changed it will need to be discussed by all the Concordat members according to the Concordat agreement.**

<table>
<thead>
<tr>
<th>Concordat Events</th>
<th>Classes</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barcelona World Race</td>
<td>IMOCA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Route du Rhum</td>
<td>Multi classes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Transat</td>
<td>IMOCA Class 40</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Velux 5 Oceans</td>
<td>Eco-60</td>
<td></td>
<td>10 Nov</td>
<td>Feb</td>
</tr>
<tr>
<td>Vendée Globe</td>
<td>IMOCA</td>
<td>29 Oct 5 Nov</td>
<td>7 July</td>
<td>??</td>
</tr>
<tr>
<td>Volvo Ocean Race</td>
<td>VO 70</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
2014 proposed dates

In reviewing the 2010/11 events which are again proposed for 2014/15, Jacques Lehn felt that while it was true that La Route du Rhum- La Banque Postale / Velux 5 Oceans / Barcelona World Race were somewhat conflicting, it would not be true to say that there was a major conflict this time between Velux 5 Oceans and Barcelona World Race in terms of communication. Still in principle it is not good to have two races for 60ft monohulls around the world at the same time.

Alain Gautier felt that it was not just a question of media coverage, Mike Golding agreed that it was also a sporting competition issue. Josh Hall raised the issue of a Wellington stop over for the Barcelona Race, which makes the two events more similar. Luc Talbourdet advised that if the start date remains 31 December, a Wellington stop over is unlikely.

Robin Knox-Johnston felt that the Velux 5 Oceans and the Barcelona World Race did not clash last time. The IMOCA boats are faster, the IMOCA members have voted to support the Barcelona World Race. He felt that the Barcelona World Race achieved most publicity in France and Spain. The Velux 5 Oceans achieved most publicity in Poland and USA. There is a barrier between the two races and it is the age of the boat. The Velux 5 Oceans gives skippers an opportunity to get into this type of event at a lower budget. Robin confirmed that the intention of the ECO 60 rule, was that the eligible boat age date would move forward 4 years as a maximum for the next event. He felt that Velux was a very good sponsor and did not want to lose them. So far, despite discussions, the event organisers have not found a way to be more complementary.

Alain Gautier felt that it was too ambitious running the Global Solo Race and the Velux 5 Oceans in consecutive years. Five boats at the start of an event is not really an event.

Josh Hall said he would not run the Global Solo Race with only a few entries.

Jacques Lehn summarised that we should see how the situation develops. The ISAF ethos should be to give competitors a chance to race, if we have sponsors for events then they should be encouraged.

Alain Gautier recalled that in the past BOC Challenge there were classes for 40ft, 50ft and 60ft which gave a good progression for a skipper.

Robin Knox-Johnston explained that the 40ft class had been dropped as the boats were slower than the 60 footers which means that the 60 footers have to spend more time in the stopover ports which increases the costs. In the Around Alone 2002 race there was a difference of 60 days between a 60ft and a 40ft yacht.

Alain Gautier felt that the Class 40s were faster than 2002 vintage boats.

Josh Hall observed that racing a 60-footer was a full-time job, all the skippers in the Velux 5 Oceans gave up their jobs to compete. Whereas in the Class 40, the owner/skippers are entrepreneurs who want longer stopovers, in order that they can catch up on their business work. He felt that in multi-class events such as the Transat Jacques Vabre the Class 40 sponsors don’t get the same return on their investment as the media attention is focused on the leading multihulls.

Luc Talbourdet questioned whether the Velux 5 Oceans could move to 2013.

Josh Hall felt the Velux 5 Oceans in Eco 60 was a greater clash with the Global Solo Race in Class 40 than with IMOCA events like Barcelona World Race.

Robin Knox-Johnston felt the biggest conflict was with host stop-over ports.
Jack Lloyd concluded that some events had been strong in the past, races that had been set ‘in stone’ had been postponed, there is a need to be flexible and just having this dialogue is good.

**Decision**

The proposed dates for Concordat Events in 2014 were considered provisional and will be reviewed at the next meeting.

<table>
<thead>
<tr>
<th>Concordat Events</th>
<th>Classes</th>
<th>Provisional 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barcelona World Race</td>
<td>IMOCA</td>
<td>31 Dec (Spring)</td>
</tr>
<tr>
<td>Route du Rhum</td>
<td>Multi classes</td>
<td>Fall (May)</td>
</tr>
<tr>
<td>The Transat</td>
<td>IMOCA Class 40</td>
<td>May</td>
</tr>
<tr>
<td>Velux 5 Oceans</td>
<td>Eco-60</td>
<td>Oct (Spring)</td>
</tr>
<tr>
<td>Vendée Globe</td>
<td>IMOCA</td>
<td>?? (Summer)</td>
</tr>
<tr>
<td>Volvo Ocean Race</td>
<td>VO 70</td>
<td></td>
</tr>
</tbody>
</table>

8. **Grading of Oceanic Events**

Pierre Fehlmann presented a proposal regarding the grading of Oceanic Races (races over 800 Miles).

Grade A would be Oceanic Races with Special Events contracts or ISAF Major Oceanic Events which have signed the Concordat agreement.

Grade B would be Oceanic Races that have been successfully organised by an MNA recognised yacht club in the last 4 years and which have not signed the ISAF Concordat agreement with ISAF. It would also include a new race willing to sign the ISAF Concordat agreement.

Grade C would be every new race organised by an MNA recognised Club.

Events could upgrade from Grade B to Grade A upon signature of the ISAF Concordat agreement. Upgrade from Grade C to Grade B would automatically occur after the first event, if correctly organised and agreed by the Oceanic Panel.

Downgrade from Grade A to Grade B would be by cancellation of the ISAF agreement by one of the parties. Downgrade from Grade B to Grade C if no event organised in the four year period, decision to be taken by the Oceanic Panel.

Jacques Lehn noted it would establish contact with other events throughout the world not currently in discussion with ISAF.

Jack Lloyd observed that the grading of events by ISAF was currently undertaken for Match Racing events, the criteria was based on prize money/media coverage, rankings of competitors and provided a useful tool for establishing the value of an event.

Gilles Chiori felt that the criteria should relate to the items addressed in the Oceanic Concordat. In terms of website quality, the criteria might include their boat tracking, choice of languages, daily updates.

Jerome Pels noted that the Grading of Match Race Events was dependant on the competitor rankings and that some events such as the Route du Rhum have over 80 entries in multiple classes whilst the Volvo Ocean race might have 7 entries in one class. There was concern that the grading might be confusing the clarity and purpose of the Concordat.
Jack Lloyd noted that a Match Racing Grade 1 event might not be part of the World Match Racing Tour.

Alan Green was concerned that some events would be labelled ‘Grade C’ and this would make it harder for a new event to attract sponsorship. Comparison of events by grading as in Match Racing is difficult because of the nature of oceanic events: some are round the world, some only across one ocean (or even, under the 800-mile definition, round the British Isles); some have large fleets, some small; some entirely professional with enormous public profiles, some not. He felt that as the ‘International’ Sailing Federation it is fundamental that positive steps are taken to consider all 800+ mile events in the world, not just those that start and finish in Europe. For instance the TransPac, Melbourne-Osaka, Victoria-Maui, Capetown - Rio and the Buenos Aires – Rio and there may be others. By means of the establishment of the Concordat, ISAF has achieved a method by which to identify Major Events. He felt that in a way, this is a ranking - an event either is, or is not.

Luc Talbourdet felt that there was not enough criteria in the proposal.

Robin Knox-Johnston questioned the need for an ISAF Grading for the Clipper Round the World Race for amateur crew.

Jacques Lehn suggested it was ok to start at the top with concordat events and perhaps the sporting competition level should be emphasised more in the Concordat agreement. Pierre Fehlmann wanted to start with some simple criteria.

**Decision**

In view of the range of opinions expressed, it was agreed that this proposal required further consideration before a decision could be made. Pierre Fehlmann, Robin Knox-Johnston, Jack Lloyd and Simon Forbes would prepare a review paper for consideration at the next meeting.

9. **Southern Ocean Ice Gates**

Andor Serra presented a report on icebergs and safety gates used during the 2007-8 and 2010-11 Barcelona World races:

The 2007-8 race specified the safety gates and iceberg gates in the Notice of Race and Sailing Instructions. The gate positions could be moved, but new gates could not be created. These gates positions had been chosen based on those established by the previous Vendée Globe and information from Round the World Multihull projects. Initially 4 gates were defined: Atlantic, Kerguelen, Australia and Pacific. The modification of the safety/ice gate positions was followed by the Race Director Sylvie Viant, in collaboration with Marcel van Triest and Jean-Francois Bonnin with information supplied by photographs and information received from Francis Joyon on the trimaran Idec who was making an attempt on the Round the World record at the time. The weather and safety information was sent via FTP protocol and made available to the competitors. During that race, the position of the Pacific safety barrier was modified and moved north because of the presence of icebergs detected by Idec and other information.

For the 2010-11 edition, the positions of the ice safety gates were specified in the Notice of Race and also one month before the start. The criteria consisted of experience of the placement of safety gates in the preceding Vendée Globe with minor revisions following the information available. The principal change was to put in place an Australian gate following the criteria fixed by the Australian Maritime Rescue Coordination Centre, which was placed at the distance that the MRCC had marked to assure a rescue in the region. A total of 7 safety gates were placed: the Atlantic, Kerguelen, the Australian Barrier, east Australia, New Zealand, Pacific west and
Pacific east. The supply of satellite photographs were analyzed by the Canadian company ‘C-Core’. More than 300 photos were acquired from the Envisat satellite and some from RADASAT. A first lot of photos were purchased in December 2010 and a second part in January 2011, concluding with several specific RADASAT photos in February 2011. The information and photos were reviewed, interpreted and analyzed by the Race Director Denis Horeau in collaboration with the races’ meteorological service and Marcel Van Triest. A series of amendments were made to the ice safety gates as follows:

i) 11 January –Gough Island to starboard - requirement removed
ii) 26 January – Modification of the Kerguelen gate – replaced by 2 new gates (Crozet and Amsterdam) around 240 miles to the north.
iii) 13 February – Modification of the West pacific gate, 100 miles to the north and west, creating a new gate in the middle of the Pacific with a latitude of 48°S.
iv) Modification of the Pacific East gate, moved 60 miles to the north and increased in length.

At each time these modifications were sent with Sailing Instructions complete with the POSICE files with the details of the positions of the objects detected and the reliability (height, base and size.) The Race Organisation were in constant contact with all the competing boats and the MRCC of the zones affected, supplying information on the position of the ice targets detected.

The general evaluation of this procedure by the competitors was positive. The existence of safety gates adjusted by the Race organisation using the information at it’s disposal, gave a large measure of safety and a tranquillity to the competitors instead of a risk of finding an iceberg during the race. The competitors were very satisfied to know that the race organisation were working at all times to follow the icebergs to ensure the safety of the boats. At the same time there were comments that the gates were placed with a large safety margin and that the dangers were possibly exaggerated in searching for the balance between guaranteeing safety and not obliging the boats to climb to latitudes too far north. The comments also underlined that it is very important not to modify any safety gate once the first boat has already passed the preceding gate.

Mike Golding felt that too many safety gates spoil the strategy game of the race. He was also concerned that the long Australian Safety Barrier that was required to be left to starboard might not be practical in severe weather conditions where the yacht could be in peril when the only practical escape route could be to head south across the barrier. Further discussions with the Australian MRCC were recommended.

Jack Lloyd also noted that the last Volvo Ocean Race route had to be diverted 200 miles to avoid a zone where there was a 500m moving exclusion zone around cetaceans(whales) off Cape Cod, USA.

10. **Standardised Race Documentation**

Christophe Gaumont introduced himself to the meeting as a member of the ISAF Race Management Sub-Committee and working at the FFV on oceanic and offshore races.

He felt that the ISAF Race Management Manual which covers fleet racing could be expanded with a section dedicated to Offshore Racing.

His proposal was that major oceanic event organisers share race documentation and experiences with a view to finding common solutions and producing guidelines regarding
safety, penalties and requests for redress. There could also be a reference list of Racing
Rules of Sailing frequently changed for oceanic races.

Regarding penalties in races without corrected time, he felt it was essential to ensure that
the first boat to cross the finishing line was the winner and that penalties be applied whilst
racing. He cited a recent incident in the Figaro Class Transat Benodet-Martinique where the
first boat to finish was demoted after the application of a 35 minute penalty for an infraction
found at the start regarding the class rule about portable water containers. The infraction
was known to the race organisation before the start of Leg 2, but the jury decision was made
four days after the finish of the race.

Gilles Chiori noted that applying penalties in the last 12 hours of a race created difficulties
and that a time penalty applied whilst racing in no wind is not a proper penalty.

Robin Knox-Johnston stressed that granting redress for assisting other boats was essential.

It was agreed that Christophe Gaumont, Jack Lloyd and Simon Forbes would collate Notice
of Race and Sailing Instructions and progress this topic.

11. International Maritime Organisation

IMO document ‘Basic Safety Guidance for Yacht Races or Oceanic Voyages by Non-
Regulated Craft’ was noted.

Alan Green explained that this paper first came to his attention at the IMO COMSAR (Sub-
Committee on Radio Communications and Search and Rescue) meeting earlier in 2011. The
ISAF at IMO representatives had not been invited to take part in the initial drafting, but had
worked on the text drafting to make the document generally acceptable.

Alan Green also noted other relevant work conducted at IMO which Oceanic Race
Organisers should be aware of:

Ballast Water Convention (equivalent compliance)
Control of the transfer of invasive aquatic species in biofouling (hull fouling)
Piracy – Best management practices to deter piracy in the Gulf of Aden and off the coast of
Somalia

12. Next Meeting

It was agreed that the next meeting would be in Paris on Thursday 1 December 2011.

13. Any other Business

There were no matters of any other business.

The meeting ended at 1644 with the members extending their thanks to Jacques Lehn for
hosting the meeting and to the FFV for the facilities.

Appendix 1 – Barcelona World Race 2010-11 Position of Safety/Ice Gates
Appendix 2 – Summary of Concordat and Other Events Calendar 2011-14
### Appendix 1 BWR 2010-2011

#### Security Gates or Ice Gates

<table>
<thead>
<tr>
<th>Marker</th>
<th>Latitude</th>
<th>Longitude</th>
<th>To leave to</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gibraltar</td>
<td></td>
<td>5°37 W</td>
<td>Passage Strait of Gibraltar</td>
</tr>
<tr>
<td>Atlantic Gate</td>
<td>42°00 S</td>
<td>001°00E - 011°00 E</td>
<td>At least one of the points to Starboard</td>
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<tr>
<td>Cape of Good Hope</td>
<td></td>
<td>18°29 E</td>
<td>Port</td>
</tr>
<tr>
<td>Kerguelen Gate</td>
<td>48°20 S</td>
<td>040°30 E - 050°30 E</td>
<td>At least one of the points to Starboard</td>
</tr>
<tr>
<td>Australian Barrier</td>
<td>46°00 S</td>
<td>105°00 E - 120°00 E</td>
<td>Completely to Starboard</td>
</tr>
<tr>
<td>Cape Leewin</td>
<td></td>
<td>115°08 E</td>
<td>Port</td>
</tr>
<tr>
<td>Eastern Australia Gate</td>
<td>52°00 S</td>
<td>136°00 E - 146°00 E</td>
<td>At least one of the points to Starboard</td>
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<tr>
<td>Cook Strait</td>
<td></td>
<td>174°47 E</td>
<td>Passage Cook Strait</td>
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<tr>
<td>New Zealand Gate</td>
<td>49°00 S</td>
<td>180° W/E - 170°00 W</td>
<td>At least one of the points to Starboard</td>
</tr>
<tr>
<td>Western Pacific Gate</td>
<td>50°30 S</td>
<td>145°00W - 135°00 W</td>
<td>At least one of the points to Starboard</td>
</tr>
<tr>
<td>Eastern Pacific Gate</td>
<td>52°00 S</td>
<td>110°00 W - 100°00 W</td>
<td>At least one of the points to Starboard</td>
</tr>
<tr>
<td>Cape Horn</td>
<td></td>
<td>67°17 W</td>
<td>Port</td>
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<tr>
<td>Gibraltar</td>
<td></td>
<td>5°37 W</td>
<td>Passage Strait of Gibraltar</td>
</tr>
<tr>
<td>Barcelona</td>
<td></td>
<td>Finish Line</td>
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</table>

Geographical coordinates are WGS 84
PARCOURS THÉORIQUE 2010-2011
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<tr>
<th>Concordat Events</th>
<th>Classes</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>Provisional 2014</th>
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<tbody>
<tr>
<td>Barcelona World Race</td>
<td>IMOCA</td>
<td></td>
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<td>Vendée Globe</td>
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<td>29 Oct</td>
<td>7 July</td>
<td>??</td>
<td>? ? Summer</td>
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<td>Volvo Ocean Race</td>
<td>VO 70</td>
<td>5 Nov</td>
<td>7 July</td>
<td>??</td>
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<table>
<thead>
<tr>
<th>Other Oceanic Events</th>
<th>Classes</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transat Jacques Vabre</td>
<td>C40 IMOCA M50</td>
<td>30th Oct</td>
<td>Oct/Nov</td>
<td></td>
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</tr>
<tr>
<td>Quebec St Malo</td>
<td>Class 40 M50</td>
<td></td>
<td>22 July</td>
<td></td>
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<tr>
<td>Global Ocean Race</td>
<td>Class 40</td>
<td>25th Sept</td>
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<tr>
<td>Global Solo Race</td>
<td>Class 40</td>
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<td>10 Nov</td>
<td></td>
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</tr>
<tr>
<td>Istanbul Europa Race</td>
<td>IMOCA</td>
<td>May</td>
<td></td>
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</tr>
<tr>
<td>Solidaire du Chocolat</td>
<td>Class 40</td>
<td>11 March</td>
<td>11 March</td>
<td></td>
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<tr>
<td>KRYs Ocean Race</td>
<td>MOD 70</td>
<td>4-14 July</td>
<td>Summer</td>
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<tr>
<td>America’s Cup</td>
<td>Aug 6-15 Sept 10-18 ? Nov</td>
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