

Major Oceanic Event Organisers met at 11:00 – 15:05 hours on Thursday 1 December 2011 at the Fédération Française de Voile, 17 rue Henri-Bocquillon, 75015 Paris, France.



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Present:

Jacques Lehn – Chairman ISAF Oceanic Panel, Chairman ISAF Oceanic and Offshore Committee
 Pierre Fehlmann - ISAF Oceanic Panel, (ISAF Oceanic and Offshore Committee member)
 Alain Gautier – ISAF Oceanic Panel

Pierre Bojic – La Route du Rhum - La Banque Postale (Pen Duick) – Director General
 Gilles Chiorri – The Transat (OC Third Pole) – Events Director
 Guillaume Henry – Vendée Globe – Director General
 Andor Serra - Barcelona World Race – General Manager

Jean-Claude Maltais – Québec St Malo - Race Director

François Angoulvant – Class 40 - President
 Muriel Robin – Class 40 - Secretary
 Marco Simeoni – Multi One Design - President
 Luc Talbourdet – IMOCA 60 Class - President

Simon Forbes – ISAF Technical and Offshore Manager

Apologies:

Jerome Pels – ISAF Oceanic Panel, (ISAF Secretary General)
 Mike Golding – ISAF Oceanic Panel
 Sir Robin Knox-Johnston – Velux 5 Oceans (Clipper Ventures)
 Jack Lloyd – Volvo Ocean Race – Race Director

1. Opening of the Meeting

Jacques Lehn welcomed participants to the fourth meeting following the introduction of the ISAF Oceanic Concordat for Major Oceanic Event Organisers.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes were noted of the Major Oceanic Event Organisers meeting of 14 June 2011 (circulated and approved after the meeting).

(b) Minutes Matters Arising

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

3. Reports on Recent Races

(a) Volvo Ocean Race 2011-12

Jacques Lehn reported that he had been in Alicante for a few days before the start and that the organisation was very impressive. Unfortunately three of the six yachts had been damaged on the way to Cape Town. He had spoken on the phone with Jack Lloyd this week and Jack felt that all six yachts should be able re-start from Cape Town on time.

Due to the risk of piracy there will be an unusual second leg from Cape Town to Abu Dhabi, with the yachts shipped from the Maldives to the Gulf of Oman. The next race is planned to start from Alicante in 2014. Plans to introduce additional events for Volvo 70s after the current race have not been finalised and will be announced after the current race has finished. They are considering a circuit involving existing races.

(b) Transat Jacques Vabre 2011

Pierre Bojic reported that the tenth edition of the race from Le Havre, France, to Puerto Limon, Costa Rica passed relatively well. The start had to be delayed 74 hours due to high winds. There were a few boats which suffered major damage during a tough first week of the race and 15 out of 35 participants retired.

Racing was in three classes IMOCA 60, Multi 50, Class 40. He felt that the IMOCA 60 fleet of 13 boats was magnificent, probably the best in the history of the Transat Jacques Vabre.

The Multi 50 Class of 6 boats had a difficult passage with 4 retirements.

The Class 40 of 16 boats featured a good international spread of competitors and they had a competitive battle with good media results.

The finish in Costa Rica is a challenge as Puerto Limon is not really adapted for yacht races.

The next race is planned for the 2013 at the same time period linked to the French schools autumn half-term holidays. It was agreed to list the 2013 event as 'Multi Class'.

Alain Gautier felt that the Transat Jacques Vabre had lost out on media coverage due to the clash with the Volvo Ocean Race.

(c) Global Ocean Race 2011-2012

Jacques Lehn reported that he had been in touch with Alan Green who is working with the Global Ocean Race organisers. There were 6 Class 40 yachts that started the race from Palma, Mallorca. The re-start from Cape Town had been delayed a couple of days due to the weather. Alan Green had reported that as an experiment the fleet were also being tracked by satellite using the AIS systems. It was agreed to ask Alan Green for a report for the next meeting.

4. Update on Forthcoming Oceanic Races

(a) Transat B to B 2011

Luc Talbourdet reported that the Transat B to B is an event organised by IMOCA for boats looking to train or qualify solo for the Vendée Globe 2012-13. It starts on 5 December and there are 8 entries.

(b) Istanbul Europa Race 2012

Luc Talbourdet reported that the Istanbul Europa Race race would start on 6 May 2012 on a course from Istanbul to Barcelona, Portsmouth with a finish planned for 10 June in La Rochelle. It is hoped that 10 IMOCA 60s will enter.

(c) Solidaire du Chocolat 2012

François Angoulvant reported that the Double-handed race for Class 40s would start from Nantes-St Nazaire heading for Progreso, Yucatan (Mexico).

The fleet will then head to the US East Coast and join some local boats in Charleston for an 'Atlantic Cup' heading for New York/Newport and then a delivery trip to Québec.

(d) Québec-St Malo 2012

Jean-Claude Maltais reported that the entry list will be opened at the Paris Boat Show.

Classes will be Class 40, Multi 50, ECO 60, and Open Classes which might see boats such as the 38ft Acapella-type trimaran. It is anticipated that 15-20 Class 40s will form majority of the fleet.

(e) Vendée Globe 2012-13

Guillaume Henry confirmed that the race will start at 13:02hrs on Saturday 10 November 2012. This will be the first time the race has been started on a Saturday. Currently there are 14 boats entered and he is aiming for 18. IMOCA are opposed to integrate the SolOcean 50 class into the Vendée Globe.

(f) The Transat 2014

Gilles Chiori advised that OC Third Pole were planning a start from the UK either 6 May or 13/14 May, racing to the 'New Continent'. OC Third Pole are currently searching for event sponsor partners. It might be solo or double-handed in order to allow yachts to qualify for the Barcelona World Race. The question of including the Class 40 was subject to a guarantee of a minimum number of entries, as it seems that strong support would be questionable in view of the Route du Rhum later in the year.

Pierre Bojic reiterated his thoughts that it was very sad that the Transat had been postponed from its regular position.

Luc Talbourdet felt that the proposed date of the Transat was a problem as it did not leave a time slot for an IMOCA Round Europe Race in 2014.

Jacques Lehn noted that The Transat was an ISAF major Oceanic Event as a member of the Concordat, he hoped it would not disappear from the Oceanic Calendar. The planned 2012 event had been moved in a spirit of co-operation, and that in the same spirit the event should have priority over the possibility of a 2014 IMOCA Round Europe Race.

Luc Talbourdet confirmed that there was not currently a contractual agreement to run a 2014 IMOCA Istanbul Europa Race.

Major Oceanic Event Organisers Minutes(cont.)

(g) Velux 5-Oceans 2014 / 2015

Jacques Lehn reported that discussions had been undertaken between himself, Robin Knox-Johnston, Luc Talbourdet, Jean-Pierre Champion(FFV) and Josh Hall, with a view to avoiding two round the world races for 60ft monohulls starting in Autumn 2014. Robin Knox-Johnston indicated that he is proposing to move the Velux-5-Oceans to start Autumn 2015, subject to agreement with Velux.

(h) Barcelona World Race 2014-15

Andor Serra reported that in the world of Spanish politics, the plans for the next race were progressing well with fiscal assistance approved by the Spanish Senate. It is now planned that the race will not go through the Cook Strait in New Zealand. Also in the case when a boat stops for repairs etc, the penalty system for boats stopping in the first half of the race will be reviewed. There is a staff of 18 working on the organisation of the next race. He is hoping for a minimum of 15 entries.

5. Updates from Classes

(a) Multi One Design (70')

Marco Simeoni reported their first event held on 6-8 October at La Trinite had been a good opportunity to test the boats and to network with interested parties. There will be six boats on the start line of the KRYG Ocean Race on 7 July 2012.

Gilles Chiori who is working for OC Thirdpole as a contractor for MOD 70, noted the current economic climate was making it difficult to attract ports as event partners, other than with value-in-kind arrangements. The course of the European Tour would be publically announced on 1 January starting in Kiel, then an Atlantic Port (not France), a Mediterranean French port and a finish in Italy.

Marco Simeoni advised that MOD 70 organisation were in contact with Istanbul regarding a possible event in 2013.

Details of the proposed World Tour starting in November 2013 had yet to be finalised as the main energy had been concentrated on the Euro Tour 2012.

Pierre Bojic asked whether the MOD 70 World Tour would start on the same weekend as the Transat Jacques Vabre? Marco Simeoni said it would not.

Marco Simeoni explained the MOD 70 is aimed strictly at specific fully-crewed races and there is a prohibition on competing in other solo or two-handed races. The mutual fleet insurance package specifies fully-crewed and around the world by the equator.

There was a brief discussion as to any possible future involvement of the MOD 70 with the Volvo Ocean Race.

Alain Gautier questioned whether the plans for a European Tour and a World Tour in 2013 was a bit too much.

Marco Simeoni felt that the class might in the future run on a 3 year cycle of European Tour, World Tour, Middle East Tour.

On the issue of one design, the management of building the boats is a big project spread across several boatyards with around 200 people working on the project.

Major Oceanic Event Organisers Minutes(cont.)

(b) IMOCA 60

Luc Talbourdet reported that the IMOCA Class had held a General Assembly in Le Havre at the end of October. One of the issues discussed had been a proposal from the class executive to switch the class over to a one design class. The proposal was to have the first boat launched in early 2014, 2-3 one design boats racing in the Barcelona World race 2014-15 and 10 one design boats for the Vendée Globe 2016-17.

Gilles Chirou questioned how the new design could realistically be more reliable, less expensive and faster?

Luc Talbourdet agreed it would be a challenge if the boat length remained at the 60ft limit, but the 10 degree stability rule would also be removed and the naval architects would have a blank page and they know very well the velocity prediction (VPP) of the current fleet. They will design it faster and then it can be slowed down if needed. A decision will be made in the first three months of 2012. The one design option provides a no risk solution to the boat owner/sponsor in that the cost of the boat can be amortised over 8 years. Luc noted that there were 4 or 5 young skippers in the 2008 Vendée, currently there is only one new young skipper entered for 2012 Vendée.

Guillaume Henry on behalf of the Vendée organisers felt that the one design option is the best way to go forward.

Luc Talbourdet said IMOCA have to send a signal before the Vendée 2012-13.

Alain Gautier noted that Figaro had been through the same exercise in moving from open design to one design.

Jacques Lehn noted that the key issue was to work on the transition which is to be voted on by the current owners in the class, who need to be sure of selling their boats.

Luc said the timescale would give the owner of a new open boat an opportunity to race for 6 years. Currently there are 13 teams with 2 votes each and associate members bring the total to 72 votes. In the future Luc felt that a professional sponsor/investor in the class was needed.

(c) Class 40

François Angoulvant reported that there are now 115 boats, with 15 new boats in the last year. The price is around €350,000 ready to race with safety equipment plus an additional €100,000 to win. 17 boats had been sold during the last year. There had been some boats damaged in the Transat Jacques Vabre including a keel failure. The class have their General Assembly in mid-February where they would be looking at reliability and controlling costs. Gilles Chirou felt that there was a 75/25 split of amateur /professional/ owners. On the question of one design, he noted that there have been boats designed by 15 different yacht designers.

Major Oceanic Event Organisers Minutes(cont.)

6. Rolling 4 Year Events Program 2012-2015

The meeting reviewed the 4 year rolling events program for 2012-2015, looking at Concordat events, other oceanic events and the proposed Americas Cup events.

Decision

The Concordat event dates for 2012, 2013, 2014 and 2015 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.

*subject to confirmation pending resolution of potential conflict with Istanbul Europa Race

Concordat Events	Classes	2011	2012	2013	2014	Provisional 2015
Barcelona World Race	IMOCA				31 Dec → Spring	
Route du Rhum	Multi classes				Autumn	
The Transat	IMOCA Class 40?				May*	
Velux 5 Oceans	Eco-60					Autumn? →
Vendée Globe	IMOCA		10 Nov → Feb			
Volvo Ocean Race	VO 70	29 Oct 5 Nov →	7 July		Autumn →	Summer

2014 proposed dates

7. Grading of Oceanic Events

This matter was deferred for consideration at the next meeting.

8. Standardised Race Documentation

This matter was deferred for consideration at the next meeting.

9. Offshore Special Regulations

The revised ISAF Offshore Special Regulations Appendix H – ISAF Code for the Organisation of Oceanic Races was received.

Jacques Lehn reported that the feedback that he had received from Event organisers was that the revised appendix was basically common sense and generally reflected current practice.

Robin Knox-Johnston had commented by email, and it was clarified that the introduction to the 2012-13 Offshore Special Regulations states that Appendices B - H are advisory.

10. Next Meeting

It was agreed that the next meeting would be in Paris on Thursday 31 May 2012.

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11. Any other Business

There were no matters of any other business.

The meeting ended at 1505 with the members extending their thanks to Jacques Lehn for hosting the meeting and to the FFV for the facilities.

Attachment – Appendix 1 - Summary of Concordat and Other Events Calendar 2012-15

Major Oceanic Event Organisers Minutes(cont.)

Appendix 1 - Summary of Concordat and Other Events Calendar 2012-15

Concordat Events	Classes	2011	2012	2013	2014	Provisional 2015
Barcelona World Race	IMOCA				31 Dec → Spring	
Route du Rhum	Multi classes				Autumn	
The Transat	IMOCA Class 40?				May*	
Velux 5 Oceans	Eco-60					Autumn? →
Vendée Globe	IMOCA		10 Nov → Feb			
Volvo Ocean Race	VO 70	29 Oct 5 Nov →	7 July		Autumn →	Summer

*subject to confirmation pending resolution of potential conflict with Istanbul Europa Race
2014 proposed dates

Other Oceanic Events	Classes	2011	2012	2013	2014	2015
Transat Jacques Vabre	Multi Classes	30th Oct		Oct/Nov		
Quebec St Malo	Class 40 M50		22 July			
Global Ocean Race	Class 40	25th Sept →				
Global Solo Race	Class 40			10 Nov? →		
Istanbul Europa Race	IMOCA		6 May		?	
Solidaire du Chocolat	Class 40		11 March			
KRYS Ocean Race	MOD 70		7- 14 July		September	
European Tour	MOD 70		September	June		
Ocean World Tour	MOD 70			November →	April	
Other Events						
America's Cup	AC 72			7-22 Sept		
Louis Vuitton Trophy	AC72			4 July – 1 Sept		



Major Oceanic Event Organisers met at 11:00 – 15:00 hours on Thursday 31 May 2012 at the Fédération Française de Voile, 17 rue Henri-Bocquillon, 75015 Paris, France.

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Present:

Jacques Lehn – Chairman ISAF Oceanic Panel, Chairman ISAF Oceanic and Offshore Committee

Pierre Fehlmann - ISAF Oceanic Panel, (ISAF Oceanic and Offshore Committee member)

Alain Gautier – ISAF Oceanic Panel

Mike Golding – ISAF Oceanic Panel

Jerome Pels – ISAF Oceanic Panel, (ISAF Secretary General)

Pierre Bojic – La Route du Rhum - La Banque Postale (Pen Duick) – Director General

Sylvain Gagné – Québec St Malo - President

Guillaume Henry – Vendée Globe – Director General

François Angoulvant – Class 40 - President

Muriel Robin – Class 40 - Secretary

Franck David – Multi One Design – Executive Director

Luc Talbourdet – IMOCA 60 Class - President

By invitation:

Damien Grimont – Profil Grand Large (Event Organiser-Solidaire du Chocolate)

Simon Forbes – ISAF Technical and Offshore Manager

Apologies:

Sir Robin Knox-Johnston – Velux 5 Oceans (Clipper Ventures)

Jack Lloyd / Knut Frostad – Volvo Ocean Race

Andor Serra - Barcelona World Race – General Manager

Mark Turner – The Transat (OC Third Pole) – Executive Chairman

12. Opening of the Meeting

Jacques Lehn welcomed participants to the meeting.

13. Minutes of the Previous Meeting

(a) Minutes

The minutes were noted of the Major Oceanic Event Organisers meeting of 1 December 2011 (circulated and approved after the meeting).

(b) Minutes Matters Arising

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

14. Reports on Recent Races

(a) Volvo Ocean Race 2011-12

Jacques Lehn reported that Jack Lloyd and Knut Frostad were unable to attend due to the official opening of the Race Village in Lisbon today and the imminent finish of the leg tonight.

Despite various mishaps along the route, the positive note is that four out of the six boats still have a chance of overall victory with two legs still to race.

The details of the next race have not yet been finalised though there is consideration of changes in order to increase the number of competing boats, which may include the adoption of a new one design boat.

(b) Global Ocean Race 2011-2012

Jacques Lehn and François Angoulvant reported that an original fleet of 6 Class 40 yachts, instead of the 18 announced started the race from Palma, Mallorca.

On the leg to Cape Horn, the position of Ice Gates and weather systems caused a difficult time for the fleet. Four boats were expected to finish the last leg and the race with significant time gaps between them. Due to major issues between the event organiser and the host city sponsors in Palma de Majorca(ESP), the finish port had been re-arranged to Les Sables d'Olonne (FRA).

Pierre Bojic questioned what was the status of the Global Ocean Race. Is it an ISAF Major Oceanic event? and what are the criteria to be included as an ISAF Major Oceanic Event? Jacques Lehn clarified that the Global Ocean Race is not an ISAF Major Oceanic Event, but is included in the discussions at these meetings as part of the overall picture of the oceanic race calendar and of the program of races of Class 40 which is an ISAF Class.

François Angoulvant said that the Class 40 plan to have a meeting with Josh Hall after the finish of the Global Ocean Race. Jacques Lehn noted that Tomeu Frau was also intending to organise a Mallorca Round the World race for Class 40 in the future. However it was noted in the discussion that the Class 40 attracts a mix of professional and amateur owners. The number of amateur owners who can find the time to compete in a 2-3 week race is considerably greater than those available for a nine month round the world race. Therefore it seems difficult to find enough competitors for a Class 40 round the world race to justify the organisation of the event and ensure a proper return for investors.

(c) Transat B to B 2011

Luc Talbourdet reported that the Transat B to B was an event organised by IMOCA for boats looking to train for the Vendée Globe 2012-13. It started on 5 December 2011 and there were 8 entries, 2 of whom used it as their qualifier for the Vendée Globe. The intention is to run the event again in four years time. The organisers amended the course due to severe weather conditions near the finish, and this resulted in requests for redress to the Jury.

Pierre Bojic wished to review the situation regarding the requirements for an International Jury, their organisation and how they are paid.

Jerome Pels noted that it was up to the event organisers how the Jury members are paid. In the case of the Volvo Ocean Race and the Americas Cup, there is a contract with ISAF and these ISAF Special Events pay ISAF, who in turn administer the

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payments to the ISAF Race Officials. This arrangement is seen as having benefits from a liability insurance point of view as the International Federation of the sport is appointing the Race Officials.

(d) Solidaire du Chocolat 2012

Event organiser, Damien Grimont reported that the double-handed race for Class 40s started on 1st March 2012 from St Nazaire (FRA) heading for Progreso, Yucatan (Mexico). From a sporting point of view the event was a success with all 12 boats arriving at the finish. The leading boats taking 24 days. Festivities associated with the event at Nantes and St Nazaire attracted 100,000 visitors. There had been 20,000 spectators at the start of the race. The event website attracted 85,000 unique visitors. 400,000 euros of funds were raised for charitable projects associated with the event.

Damien reported that he had already had the first meetings in preparation for the next event, though at the moment it was not sure which class of boat would be used. He had entered into the event tender process organised by the Class 40 Association for a race in the Fall every two years (odd years).

François Angoulvant reported that 9 of the Class 40 fleet then head to the US East Coast and joined 6 other boats in Charleston for an 'Atlantic Cup' heading for New York/Newport and then a delivery trip to Québec. This was the second edition of the event with a third planned for 2013. The event was two handed with addition of a media crew member.

15. Update on Forthcoming Oceanic Races

(a) Québec-St Malo 2012

Sylvain Gagné, President of Québec-St Malo 2012 reported that the 2012 race would be the 8th edition. It was noted that the ISAF Oceanic Concordat agreement had been signed in January. Currently there are 24 boats registered, 20 Class 40s, 2 Multi 50s, a 60ft trimaran and a 65ft monohull. There were 28 boats in the previous race in 2008, and this edition had no IMOCA 60s due to the boats preparing for the start of the Vendee Globe. On the communication and media side the race starts on 22 July, a few days before the start of the London Olympics, there will be a 52 minute broadcast production by Sunset + Vine. Québec is looking to promote one sailing event each year for the next 6 years, with the Québec-St Malo every 4 years, because they feel that one event every four years is not enough to maintain their organisation.

(b) Istanbul Europa Race 2012 – Europa Warm-Up Race

Luc Talbourdet reported that the Istanbul Europa Race race was not held. Instead IMOCA, with assistance from Andor Serra, organised a Europa Warm Up Race from Barcelona to Cascais then to La Rochelle via the Azores and the Fastnet Rock. Seven IMOCA 60s competed. Regarding future events, the contract between IMOCA and Olay Nautic (Turkey) had now lapsed. IMOCA are looking to find a sponsor and to organise a Europa Race in September 2013 before the Transat Jacques Vabre. A possible second solution would be an event in the Spring of 2014 and 2016.

Major Oceanic Event Organisers Minutes(cont.)

(c) Vendée Globe 2012-13

Guillaume Henry reported that currently there are 18 boats entered with one or two more possible. 3 of the 18 skippers still have to complete their qualification. He was pleased to note that 10 boat sponsors were returning to the event from the 2008 edition, and that some of the new sponsors had been assisted by a year and a half program of meetings organised by the Vendee Globe with potential new sponsors in Paris, UK, Spain and Nantes.

(d) The Transat 2014

Mark Turner apologised that he was not able to attend due to running a non-sailing event organised by his company. He had advised in writing that he plans to run The Transat in May 2014 and May 2016. The race in 2014 is planned to be two-handed and in 2016 single-handed, back in its historical position before the next Vendee Globe.

(e) Velux 5-Oceans 2015

Robin Knox-Johnston apologised that he was not able to attend due to his involvement in Queen Elizabeth II's Thames Diamond Jubilee Pageant. In previous reports it had been noted that the Sol-Oceans 52ft one design might be used in a next edition of the Velux-5-Oceans. Luc Talbourdet reported that Michel Desjoyeaux had bought the Sol-Oceans prototype and the associated company from Yvan Griboval and is now promoting this potential class.

(f) Barcelona World Race 2014-15

It was noted that the new government had voted to keep promoting the Barcelona World Race.

16. Updates from Classes

(a) Multi One Design (70')

Franck David reported that the KRYSS Ocean race would start from New York on 7 July hoping to arrive in Brest on 14 July for the Tonnerre de Brest Event. There will be 5 boats on the start line, as Roland Jourdain's boat '02' is looking for a new sponsor and will not compete.

The boats will be in Newport R.I. for the Americas Cup AC45 event and then there will be a prologue race from Newport to New York.

The European Tour will start on 29 August from Kiel, stopping at Dublin, Cascais, Marseille before finishing in Genoa around 7 October, with hopefully 6 boats competing. (7 boats in total have been sold.)

The World Tour will start in October 2013.

(b) IMOCA 60

Luc Talbourdet reported that the IMOCA Class proposals regarding the evolution of the class rules or adoption of a one design were still under discussion. Meetings had been held recently in Barcelona and Lorient. The Annual General Meeting will be held on 26 June. His goal was to make a clear decision and to communicate this before the start of the Vendee Globe. His view is that it is important to protect the 18 Vendee Globe boats (25 potential existing boats) which should not be lost as an asset of the class. So it will be mandatory to have the two fleets competing together. The aim could be to have the first one design competing in the Barcelona World Race ~~2013-14~~ **2014-15**, whilst amortizing the current new boats until 2017.

Major Oceanic Event Organisers Minutes(cont.)

The IMOCA design tender is to sail as fast as existing boats (even a little faster). The first bid study for the one design was by Farr Yacht Design for a 63ft with no bowsprit. The intention was to have a lower cost boat, maximum of 2.5 million euro instead of the current 3.2 million. There would be advantages in terms of accessibility of spare parts, reliability, maintenance, yearly running costs. On a yearly budget of 1.4 million euros you could compete to win. Luc was not sure if the one design proposal would be approved by the AGM.

Alain Gautier questioned if the decision could be put back a few years.

Luc felt that the decision was a major strategic decision that could not be postponed.

Guillaume Henry felt that this was not just an IMOCA decision, as the Vendée Globe was deeply implicated in the decision, and would support any measure that generated more entries.

Jacques Lehn noted that classes have tough decisions to make. As an ISAF Class they are required to have a democratic class constitution (one member, one vote).

Luc Talbourdet felt that professional classes had to change their organisation to work more closely with event organisers. He considered the IMOCA Class a business and he felt that it is sometimes difficult to make strategic decisions due to current class constitutions.

(c) Class 40

François Angoulvant reported that the general plan of the Class 40 was to join La Route du Rhum in 2014 and the Québec St Malo in 2012 and 2016.

In the odd years 2013, 2015 there is the option of Transat Jacques Vabre, but the class are also looking at a specific Trans Atlantic Race for the Class 40. The Class has been involved with the Transat Jacques Vabre in the Autumn 2011 and then the Solidaire du Chocolate in the Spring of 2012.

As the Class 40 had received several offers from event organisers, they decided to conduct a tender process for a Double-Handed Transat every two years. The Class planned to make a decision at the end of July. A long discussion occurred involving François Angoulvant, Damien Grimont and Pierre Bojic. Damien Grimont said that he had applied to the Class 40 Tender, but would be prepared to organise the Solidaire du Chocolate in the Spring of 2014 if Class 40 would not select his proposal to the tender process for Autumn 2013 and 2015. He felt that the Class 40 sailors were looking for a closer destination than the Transat Jacques Vabre finish at Port Limon, Costa Rica.

Major Oceanic Event Organisers Minutes(cont.)

17. Rolling 4 Year Events Program 2012-2016

The meeting reviewed the 4 year rolling events program for 2012-2016, looking at Concordat events, other oceanic events and the proposed Americas Cup events.

Concordat Events	Classes	2012	2013	2014	Provisional 2015	Provisional 2016
Barcelona World Race	IMOCA			31 Dec → Spring		
Route du Rhum	Multi classes			Autumn		
The Transat	IMOCA			May*		May?
Velux 5 Oceans	Eco-60 ?				Autumn? →	
Vendée Globe	IMOCA	10 Nov → Feb				Nov
Volvo Ocean Race	VO 70 →	7 July		Autumn → Summer		
Québec St Malo	Class 40 M50	22 July				Spring/Summer

*subject to confirmation pending resolution of potential conflict with IMOCA Europa Race 2014 proposed dates

Decision

The Concordat event dates for 2012, 2013, 2014 and 2015 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.

18. Grading of Oceanic Events

This matter was deferred for consideration at the next meeting.

19. Next Meeting

It was agreed that the next meeting would be in Paris on Thursday 6 December 2012, venue to be confirmed.

20. Any other Business

There were no matters of any other business.

The meeting ended at 1505 with the members extending their thanks to Jacques Lehn for hosting the meeting and to the FFV for the facilities.

Correction 23 July: Page 4 Minute 5(b) IMOCA 60 Barcelona World Race date.

Attachment – Appendix 1 - Summary of Concordat and Other Events Calendar 2012-15

Major Oceanic Event Organisers Minutes(cont.)

Appendix 1 - Summary of Concordat and Other Events Calendar 2012-15

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Barcelona World Race	IMOCA			31 Dec	→ Spring	
Route du Rhum	Multi classes			Autumn		
The Transat	IMOCA			May*		May?
Velux 5 Oceans	Eco-60 ?				Autumn? →	
Vendée Globe	IMOCA	10 Nov →	Feb			Nov
Volvo Ocean Race	VO 70 →	7 July		Autumn →	Summer	
Québec St Malo	Class 40 M50	22 July				Spring/Summer

*subject to confirmation pending resolution of potential conflict with IMOCA Europa Race
2014 proposed dates

Other Oceanic Events	Classes	2012	2013	2014	2015	2016
Transat Jacques Vabre	Multi Classes		Oct/Nov		Oct/Nov	
IMOCA Europa Race	IMOCA	19 May–10 June	Sept ?	Spring ?	Sept ?	
Solidaire du Chocolat	Class 40	11 March		March/April		March/April
KRYS Ocean Race	MOD 70	7- 14 July		September		July
European Tour	MOD 70	September	15 May-June			
Ocean World Tour	MOD 70		October →	April		
Other Events						
America's Cup	AC 72		7-22 Sept			
Louis Vuitton Trophy	AC72		4 July – 1 Sept			