Oceanic and Offshore Committee Report, November 2019 World Sailing Annual Meeting

Stan Honey, Chair
Matt Allen, Vice Chair
Will Apold, OSR Chair

The Oceanic and Offshore Committee, and its critical safety-related OSR Subcommittee, had a productive 2019, making substantial progress in enhancing safety, supporting new World Championships and Olympic events, increasing cooperation among rating systems, suggesting updates to the COLREGS for navigation lights, and proposing an appendix to the RRS for Traffic Separation Schemes. We have worked with the Racing Rules Committee on a variety of topics that affect offshore racing. Details of the projects are below:

- **UMS Working Party, Jason Smithwick, Director of RORC Rating Office, Chair**: The UMS Working Party is made up of representatives of the major rating offices and rating rules around the world including IRC, ORC, and US Sailing. The working party made progress in coordinating measurements of ORC and IRC with the aim of creating a set of definitions and measurement methods. The working party also has input into the coordinated changes with the ERS ready for 2021. The UMS work was critical to The Hague Offshore Sailing World Championship held in 2018 using combined ORC and IRC. The UMS work will be essential for the upcoming ORC/IRC World Championship to be held by New York Yacht Club in 2020. The technical staff of the rating systems are setting a terrific example with their productive cooperation.

- **Offshore Special Regulations (OSR) Subcommittee, Will Apold Chair**: The Subcommittee work this year has been focused on:
  - Review and analysis of losses or deaths of sailors during racing. These reviews are the laboratory for the OSRs which allow improvements in the regulations. OOC and OSR members continue to support independent safety related incident reports.
  - Addressing keel attachment reliability via:
    - Improvements to the working instructions for Plan Review regarding keel design, construction, assembly, and maintenance.
    - Submissions to require 24-month keel inspections and mandatory inspections after groundings.
  - Emergency pumping capacity to allow sailors more emergency repair time before abandonment.
  - Defining safety requirements when using electric propulsion.
  - Improving safety of sailors in heavy weather conditions by eliminating headsail and mainsail halyard locks requiring sailors to go be hoisted to the top of masts to release them and allowing 50% mainsail reefing in lieu of storm trysail.
  - Training materials including the Guide to Offshore Personal Safety. This project has been slowed due to lack of World Sailing staff resources.

- **Offshore, Double-handed, Mixed, one-design-supplied equipment Olympic event**:
  - OOC members participated in initial working groups on Media, Event, Equipment, and Qualification.
Seven OOC members are serving on subsequent formal Working Parties
- Equipment, led by Dina Kowalyshyn, and
- Event, led by Sarah Kenny.

- Navigation Lights Working Party, Rear Admiral Chris Oxenbould AO RAN (Rtd) Chair. The working party produced a comprehensive, well-researched, and well-reasoned report. The report includes a submission to the RRS, a submission to the OSRs, and a recommended letter for World Sailing to send to the IMO with recommendations for changes to the COLREGS for consideration as part of the next routine update to the COLREGS.
- Traffic Separation Scheme (TSS) Working Party, Stan Honey Chair. The TSS working party corresponded extensively over the year, with valuable support from the Racing Rules Committee, to come up with a suggested appendix to the RRS regarding TSSs.
- Oceanic Concordat. The Oceanic Concordat provides a forum for Oceanic event organizers to present their projects, share calendars and share problems with respect to entries and media coverage, and to share new ideas. The Major Oceanic Event Organizers met on 13 December 2018.