



# Oceanic and Offshore Committee

including:

- Special Regulations Sub-committee
- Empirical Handicap Sub-committee



## Committee Role Within ISAF

- *recommends to Council planning and policy on Oceanic and Offshore matters*
- *promotes Oceanic and Offshore racing and cruising*
- *monitors safety experience*
- *on behalf of Council adopts and publishes Offshore Special Regulations*
- *sets criteria for Int. or Recognised Rating Systems*
- *via the Empirical Handicap Sub-committee, encourages research and development in the application of empirical methods of performance handicapping of sailboats*



## Committee Role Within ISAF (*cont.*)

- *develops and promotes standard parameters for boat descriptions to facilitate global exchange of boat data.*
- *promotes and maintains a calendar of Oceanic and Offshore Events and races within the overall ISAF Calendar, and assists organisers to achieve an orderly schedule*



# Committee's Current Work / Projects

## Offshore Special Regulations

### *1 - Adopt a more focused approach*

- the Sub-committee is consulting and considering simplifying the Regulations to increase their adoption by race organisers.
- review of current prescriptions by organisers and national authorities
- Half-yearly online discussion of offshore safety concerns that individual MNA and Sub-Committee members are interested to investigate and perhaps to prepare submissions for the AGM.

## *2 - Avoid catastrophic keel, rudder and stability failures*

- information gathering and creation of a working party
- develop relations with ISAF classes ( Volvo, IMOCA, Class 40, etc...) on the matter (e.g adoption of one-design forged steel keel by IMOCA) and promote adoption of ISAF Building Plan Review
- consider further application of the ISAF Building Plan Review Scheme to OSR Category 3

## *3 - Make the use of OSR more friendly*

- translation of the Guide to Offshore Personal Safety in foreign languages
- implementation of an Apple App for iPad and iPhone



# Committee's Current Work / Projects

## Rating Systems

### *1 – Recognized Rating Systems*

- discussions between IRC and ORC to unite offshore rating rules continue. A four member working party has been agreed and nominated. Process is undergoing

### *2 – Universal Measurement System (UMS)*

- objective is to allow a single measurement process used by all handicap systems, in conjunction with the ERS
- excellent progress so far of a joint working party ORC/US Sailing/RORC with Ken Kershaw liaising with Equipment
- report expected for next November meeting



## Committee's Current Work / Projects Rating Systems (cont.)

### *3 – Empirical Handicap Systems*

- determine if ISAF can develop a turn-key handicapping system for newer national authorities that wish to offer empirical handicap cruiser racing



# Committee's Current Work / Projects Relations to Oceanic Racing World

## *1 - ISAF Major Oceanic Event Organisers*

- 7 organisers have signed the Concordat agreement with ISAF
- two meetings with ISAF each year. Next on May 23<sup>rd</sup>
- in these meetings we adopt a 4 year rolling oceanic racing calendar endorsed by ISAF and discuss various issues relating to oceanic racing
- other race organisers are invited to the meeting to further harmonise oceanic racing calendar





## Committee's Current Work / Projects Relations to Oceanic Racing World (cont.)

### *2 – Relations With Classes*

- IMOCA : class rules modification
- Multihull One Design (MOD 70) : internal conflicts
- Class 40 : conflict with Global Ocean Race organisers

### *3 – Judging Oceanic and Offshore Racing*

- Development of a guide intended to help race organisers and judges react to disputes relating to the issues encountered in oceanic and offshore racing.



# Working Parties

- Guide for judging oceanic and offshore racing : David Brunskill, Bernard Bonneau, Christophe Gaumont, Jack Lloyd.
- UMS : ORC/US Sailing/RORC/Ken Kershaw
- Working parties on Special Regulations : Lifeline tension (RRS 49.2 and OSR 3.14.2), Distress alerting and registration of EPIRBs and PLBs, Recovery back-on-board, Cockpit volume, monohull stability (OSR3.04 requirements)



## Priorities and Goals for 2013 - 2016

- *Offshore Special Regulations : change in the approach*  
Goal : simplification where agreed and reduction of the number of prescriptions by MNAs and race organisers
- *Offshore Special Regulations : ensure boats are built strong enough*  
Goal : reduction of the number of keel and stability failures
- *Universal Measurement system : allow a single measurement process and facilitate progress of talks between IRC and ORC*  
Goal : implementation



## Priorities and Goals for 2013 – 2016 (cont.)

- *Recognized Rating Systems : monitor progress of talks between ORC and RORC and maintain pressure*

Goal : one world rating system



# Points for Discussion

## *1 – Inshore/Offshore Sailing*

- In olympic sailing there is a clear calendar with top events, also in oceanic with the Volvo Ocean Race and the Vendée Globe.
- Offshore sailing has no clear pinnacle world event and has many different classes and rating systems. The Admiral's Cup has not been held since 2003.
- Can a pinnacle offshore world championship be created? Could ISAF consider a world championship for 30ft, 40ft or 50ft monohulls just based on boat length?

*2 – What to do if no progress with ORC/IRC Unification?*

*3 – Major Oceanic Events-Harmonisation of Calendar*

What measures should ISAF use to achieve an orderly schedule?

How far is ISAF prepared to go? Prohibit an event?