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
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 23rd
• 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
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

- 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
• 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?