

Major Oceanic Event Organisers Meeting Minutes



Major Oceanic Event Organisers met at 11:00 – 16:20 hours on Thursday 6 December 2012 at goetzpartners, 19 avenue George V, Paris 75008, France.

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Present:
Jacques Lehn – Chairman ISAF Oceanic Panel, ISAF Oceanic and Offshore Committee
Alain Gautier – ISAF Oceanic Panel
Gilles Chiorri – La Route du Rhum – Pen Duick Representative
Patrice Clerc – The Transat – President OC Sport
Sylvain Gagné – Québec St Malo - President
Guillaume Henry – Vendée Globe – Director General
Jack Lloyd – Volvo Ocean Race – Race Director
Andor Serra - Barcelona World Race – General Manager
François Angoulvant – Class 40 - President
Franck David – (MOD70) Multi One Design S.A. – Chief Executive Officer
Gaëtan Gouérou – IMOCA 60 – General Delegate
Muriel Robin – Class 40 - Director
Hervé Favre – OC Sport Event Director
Jean-Patrick Laflamme - Québec St Malo
Simon Forbes – ISAF Technical and Offshore Manager
Apologies:
Pierre Fehlmann - ISAF Oceanic Panel
Mike Golding – ISAF Oceanic Panel
Sir Robin Knox-Johnston – Velux 5 Oceans (Clipper Ventures)
Jerome Pels – ISAF Oceanic Panel, (ISAF Secretary General)

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1. Opening of the Meeting

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

Mark Turner (Executive Chairman of OC Sport) was unable to attend due to the Extreme Sailing Series in Rio. 'The Transat' event was represented by Patrice Clerc, President of OC Sport. He explained that OC Third Pole merged with PCA Consulting in June to create OC Sport with offices in Cowes, Paris and Lausanne.

Luc Talbourdet (President of IMOCA) was unable to attend due to a board meeting and was represented by Gaëtan Gouérou, IMOCA General Delegate.

Pierre Bojic (Director General - Pen Duick SAS-) was unable to attend. The event 'La Route du Rhum' was represented by Gilles Chiori.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Major Oceanic Event Organisers meeting of 31 May 2012 were approved to be signed.

(b) Minutes Matters Arising

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

3. Updates from Classes

(a) Class 40

François Angoulvant reported that the Class 40 had enjoyed a very full sailing season in 2012. In March the Solidaire du Chocolate two-handed Trans-Atlantic Race (11 boats), an Atlantic Cup along the US east coast(15 boats), Quebec-St Malo (20 boats), Normandy Channel Race (14 boats), World Championship in La Rochelle (18 boats). 124 boats have been built, around 15 new boats in 2012. The class association are looking at ways to keep costs under control, limiting number of autopilots, number of new sails per year, and the equipment carried on board. He felt that a new competitive boat would cost €400,000 to €450,000 and that the least expensive, competitive boat would be around €340,000.

Since the last meeting, the class has signed an agreement with the new organisers of the Transat Jacques Vabre (TJV) for the 2013, 2015, and 2017 events. The plan is to organise a Normandy Channel Race every year in April/May, except in 2016 when it would be September after the Quebec St Malo. A Trans-Atlantic Race every year would be supported: 2013 TJV, 2014 La Route du Rhum, 2015 TJV, 2016 Solidaire du Chocolate (March/April), 2016 Quebec St-Malo (July).

Plans mentioned at the last meeting to hold a Solidaire du Chocolate Trans-Atlantic race every two years for Class 40 have been dropped. Though a shorter race from Nantes to Cadiz is under discussion for 2014 but needs to be reconciled with plans for a Spring Normandy Channel race.

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(b) IMOCA 60

Gaëtan Gouérou gave an update on developments since the last meeting.

An AGM had been held on 26 June, where Luc Talbourdet was re-elected as President and Jean le Cam Vice President. Armel Le Cleac'h was elected as Treasurer, Vincent Riou President of the Technical Committee and Bernard Stamm, Secretary.

Alex Thomson, Antoine Mermod and Pascal Chadail remain members of the Executive Committee

Two important issues are currently being dealt with:

- i) The future of the class rule which is intended to evolve to:
 - Make the boats reliable and simpler
 - Control and/or reduce the costs
 - Be more accessible
 - Preserve the actual fleet, guaranteeing their amortization.

IMOCA have organised two main studies since October 2011:

The main directions:

- Making the keel standard
- A Box-rule for the mast
- Making the water ballast tanks simpler

The aim is to make the boats more standardised in the future:

- All or part of the principal elements
- Preserve some innovative sectors

Up to today, a solution where mast and keel are standardized has not been presented. All members have been informed about financial and technical studies. The aim is to get the operating cost including depreciation down to €1.2-1.5 million per year. These studies have been presented and discussed during specific meetings and also the last AGM. The final decision for the evolution of the class rule will take place at the next AGM, in April/May 2013.

- ii) The commercial development of the class and the calendar of events.

The IMOCA has granted its commercial rights to Open Sports Management (OSM) for a period of 5 years, to be renewed at the end of this contract. The aim for OSM is to develop the IMOCA World Championship. The first step is to make the current program stronger around the main races, the Vendée Globe and the Barcelona World Race. The European Race is still an objective. The issue is currently being studied in order to be finalized at the next AGM.

The general calendar of events currently planned is:

2013: August-Rolux Fastnet race, Transat Jacques Vabre.

2014: Europa Race, La Route du Rhum and/or Barcelona World Race

The Class were interested in The Transat (solo) in May 2016 and possibly the two-handed (E-W) Transatlantic in 2018 as preparation for the

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Barcelona World Race.

(c) MOD 70

Franck David reported that five boats competed in both of the 2012 season's two events. It was pleasing that all the boats finished both events. For 2013, with the addition of the new Paprec-Virbac, there will be seven boats in existence. Two boats (ex Veolia and ex-Foncia) are still looking for sponsors.

The 2013 program proposed by MOD SA has not been validated by the Teams.

Following the Tour des Princes' announcement [European Race for multihulls] in September 2012, in order to avoid conflicts of calendar and communication aberration, MOD started discussions with Société de Promotion des Territoires (SPT) in order to find an agreement and collaborate on a combined event. Unfortunately, the MOD teams have not accepted, as it stands, the agreement proposed by MOD SA. Moreover, some teams have directly negotiated with the organizer. In these circumstances, MOD SA has decided to stop its potential collaboration with SPT.

2) For budgetary reasons (economic), MOD SA proposed to validate a 6-stopover World Tour (instead of 8). Teams refused this offer. They considered that the budget allocated by MOD SA for this World Tour is not sufficient enough (€5 million + host port funding) and that the time left too short to organize a high-quality event.

3) MOD SA proposed to replace the World Tour by a transatlantic race. Teams refused as they seem to be wishing to participate in the Transat Jacques Vabre. Contact between TJV and MOD SA were initiated without conclusion yet.

As a consequence, currently the situation is blocked.

Nevertheless, it has been confirmed that there will not be a World Tour in October 2013. Teams did not wish to validate this event for 2013. It is postponed to a later date to be validated. The teams wished to have this event during the Winter 2014/2015 and MOD SA refused as it would be at the same time as the Volvo Ocean Race and the Barcelona World Race.

To date, the 2013-2015 MOD70 program of the circuit has not been confirmed. Frank noted that MOD S.A. is a private company, that the teams are contractually committed to participate in races endorsed by MOD SA, and that the teams have no legal rights to represent the MOD70 class or to engage the Class anywhere.

It was noted that the concept of the class was fully-crewed racing and that the Transat Jacques Vabre is a two-handed race. Alain Gautier noted that a class needs a minimum of five entries to be included in TJV.

(d) Volvo Ocean 65

Jack Lloyd reported that the main change since the last meeting was the announcement of the replacement of the Volvo Open 70 Class with the strict one design Volvo Ocean 65.

Volvo Race organisers had analysed the cost to compete in the fully-crewed multiple-stopover round the world race, which will always remain an expensive format. Finding out the cost was not easy, public domain

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statements ranged from Ericsson claiming €50-70 million for a two-boat campaign in 2008-9, Groupama €35 million, down to Camper ETNZ at €20. The search was for the figure to get a boat to win the race, excluding sponsorship activation etc. Prices from the boatyard building the boat were not always comparable as some were based at the yard during their working-up whilst others were transported away as a basic hull.

Operating a one design project is a massive undertaking for the event organisers, Volvo are looking for a minimum of 8 boats ideally 10. Although Farr Yacht Design has had a chequered career in Volvo 70 and IMOCA 60 they were selected due to their experience with one designs like the Farr 40.

Volvo were approached by a consortium of boatbuilders Green Marine(GBR) / Decision(SUI), Multiplast(FRA) and Persico (ITA). Volvo gave input into the design and have specified what they want adhered to in terms of rules. A competitor buys a boat from Green Marine and it will be raced under a warranty. It seems that in the race boat marine industry, warranties are not normally available. The Volvo Ocean 65 will have a 70,000 mile warranty on the main components. Standing rigging and similar items will have a shorter warranty and replacement program.

The major goals were reliability, safety of the boat and crew and affordability.

It appears that it is difficult to make much cost savings on the building of the carbon fibre hull and deck, though there are small savings due to the economy of scale of building 10 boats. There have been additional costs on the moulds and tooling due to the potential wear of repeated use and the need to ensure repeatability in shape. Additional costs have occurred in extra engineers on top of the boat builders to certify the production. As the one design issues were further explored it was concluded that the sails needed to be supplied as well. So the conclusion is that a boat is going to cost €5.1 million including sails.

Volvo Car Corporation (Geely-China) and Volvo Group AB are the co-owners of the Volvo Ocean Race, through Volvo Cars Spain.

The Board of the co-owners have given a loan to Volvo Ocean Race to fund the tooling and construction of the first six boats.

The Class Rules have been published on 1 November. Currently the first mast is being laid-up at Southern Spars in New Zealand, the first hull is on track, the deck is ten days behind schedule and the bulkheads and keel ram assembly should be back on scheduled shortly. The first hull will be delivered in June when it will undergo a 4 week branding and is scheduled for sea trials on 7 July 2013.

There is a sale and purchase agreement that the boats will be raced in the next two Volvo Ocean race, as Volvo do not wish to build boats that will not compete. The intention is that a set of sails will be supplied on delivery and a second set to be used in the race will be supplied just prior to the start of the Volvo Ocean Race in Alicante.

It is not the intention to organise other events, the plan is to support participation in existing events like the Rolex Fastnet Race.

4. Reports on Recent Races

(a) Istanbul Europa Race 2012 / IMOCA Europa Warm-Up Race

Gaëtan Gouérou recalled that the Istanbul Europa Race race was not held. Instead IMOCA, with assistance from Andor Serra, organised a Europa Warm Up Race with a crewed leg from Barcelona to Cascais then a solo leg to La Rochelle via the Azores and the Fastnet Rock. Seven IMOCA 60s competed.

(b) KRYS Ocean Race 2012

The race started on 7 July from New York based out of Manhattan Yacht Club. Five MOD 70s took part. The race was won in a time of 4 days 20 hours. 350,000 spectators passed through the race village in Brest with 740,000 attending the combined Tonnerres de Brest Festival. The sponsor KRYS was very happy with 300 opticians in New York for the race start and €9.2 million media impact and has signed to sponsor the race again in 2014.

(c) Québec – St Malo 2012

Sylvain Gagné reported on the eighth edition of the race which started on 22 July. There were 28 registered entries, with 25 starters and 25 finishers. The aim is to make the event more professional with more sponsorship in the future. In the St Lawrence River, an innovation was to place rounding marks in front of 6 towns with 24-hour festivities for crowds creating a great atmosphere even at 0200 in the morning. In contrast, the finishing city of St Malo was not engaged in promoting the public visibility of the race. The race schedule clashed with the Tour de France and start of the Olympics, so the organisation invested in a 52 minute TV production by Sunset and Vine, which has been broadcast in 65 countries. Potential alternative cities in France are being sought to host the finish in 2016.

Sylvain highlighted that Quebec are keen to organise other events in the 4 years-cycle including an event in 2014 from La Rochelle to Quebec and are looking for other events to be engaged with.

(d) MOD 70 European Tour 2012

There was no event sponsor, the event being funded by Multi One Design SA. The event was organised by OC Sport. Five MOD 70s took part, starting in Kiel, with stops at Dublin, Cascais, Marseilles and ending in Genoa. There were 600 media contacts covering the event which gained a media impact worth €11.2 million.

Gilles Chiori noted that Traffic Separation Schemes are an issue that needs consideration in the Notice of Race. He feels that a TSS should be a closed area to competitors and the TSS should be listed in the Notice of Race as prohibited areas. There is still an outstanding issue with Dover Harbour authorities following an incident with the MOD European Tour.

(e) Vendée Globe 2012-2013

Guillaume Henry's aim was to keep the Vendée Globe as one of the most popular races and considers he has succeeded. One million spectators passed through the Les Sables d'Olonnes race village in the three weeks leading up to the start on 10 November. 20 IMOCA 60s started, 13 boats

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are still going, the new boats are leading. The 1998 generation boats are behind, but their skippers are doing a great job of sharing with the public their adventures. 400,000 people are playing the Vendée Globe Virtual Regatta.

5. Update on Forthcoming Concordat Oceanic Races

(a) The Transat 2014

Patrice Clerc advised that OC Sports are planning to organise a solo transatlantic race in Spring 2016 for boats over 50ft, including the giant multihulls. A two-handed trans-atlantic under the same organisation is also planned for Spring 2014. OC Sport are looking for sponsors and have a deadline of the January 2013 as it takes around 15 months to organise this event.

IMOCA would still need to reconcile the 2014 Two Handed Trans-Atlantic with provisional plans for a Europa Warm-Up race.

(b) Volvo Ocean Race 2014-15

Jack Lloyd reported that the deadline for offers from host city ports will close on 7 December 2012. The start from will be at the beginning of October 2014. All of the 2011-12 host cities are bidding, including those in the Middle East and Jack felt that shipping the boats there would not be an option for the 2014-15 race.

(c) La Route du Rhum 2014

Gilles Chiori reported on behalf of Pen Duick SAS. A letter of information was released in June. Classes will be offered for Class Ultimate (multihulls over 60ft without size limit, Multi 50, Class 40, IMOCA 60, and a multihull and a monohull 'Rhum' Class for boats between 39ft and 59ft). The race will start late October, early November 2014.

(d) Barcelona World Race 2014

Andor Serra reported that the preliminary Notice of Race has been published. The race is supported by the Mayor of Barcelona, the City of Barcelona and the Barcelona Chamber of Commerce. Prior to the publication of the official Notice of Race, a few issues are still being studied : whether the course will continue to pass through the Cook Strait in New Zealand and a review of the time penalty system for boats which make stops. There are 4 teams pre-entered and the objective is to have 15 entries.

(e) Velux 5 Oceans 2015-16

Jacques Lehn reported he had spoken to Sir Robin Knox-Johnston and he confirmed that the Velux 5-Oceans will not start in 2014 to ensure it does not conflict with the Barcelona World Race. He is unsure what is happening with Michel Desjoyeaux's plans to get a class of Ocean 50/52 One Designs together. Providing there are 12 boats Robin would be happy to include these boats in the race. He is currently busy with the new yachts for the Clipper Race which is attracting strong support from it's amateur paying crews.

6. Update on Forthcoming non-Concordat Oceanic Races

(a) MOD 70 European Tour 2013

As minuted under Item 3(c), this race is under review by MOD SA.

(b) Route de Princes – June 2013

OC Sport had been engaged in a consulting role to produce a preliminary study for this race. Currently OC Sport have not been appointed to organise the race. It was noted that this race for multihulls is provisionally planned to start at the end of May in the Mediterranean with stops at Valencia, Lisbon, Ireland, Plymouth and finishing in Roscoff at the 'Entre Terre et Mer' Festival. The classes to be included is still to be confirmed. Jacques Lehn mentioned that in his opinion, organising a race with Multi 50 and giant multihulls would be difficult to manage due to the large speed difference.

(c) MOD 70 Ocean World Tour 2013-14

As minuted under Item 3(c), this race is under review by MOD SA, and will not start in 2013 or 2014.

(d) IMOCA Europa Race 2013

IMOCA are not planning to hold this event in 2013.

(e) Transat Jacques Vabre 2013

Alain Gautier reported that the Association Transat Jacques Vabre (which is a collaboration between Ville de Harve and Kraft) had appointed Sirius Evenements to organise the event. Manfred Ramspacher is Sports Director and Sylvie Viant is Race Director. The finish will be in Itajaí, Brazil. The race will start 3 November 2013. There will be three different courses for the different classes.

It was noted that this will be the 11th edition of the race and that the organisers were signing contracts for the next three editions of the race. It was agreed that if the owners of the event felt it appropriate, they could progress towards the signing of a concordat agreement with ISAF.

(f) Solidaire du Chocolat 2014

As minuted under item 3(a), it was noted that Class 40 will not be supporting a Trans-Atlantic Solidaire du Chocolate in 2014. It was understood that Damien Grimont was planning that the Solidaire du Chocolat 2014 Trans-Atlantic Race could be multi classes including big multihulls. No details were available at the meeting.

(g) Global Ocean Race 2014-15

It was noted that Josh Hall had recently written to ISAF, detailing that he planned to organise the Global Ocean Race to start from the Solent (GBR) in September 2014. He hoped to announce the stopover ports in March 2013. The race would be for Class 40 sailed solo, two-handed and fully-crewed (four)handed.

Francois Angoulvant confirmed that Class 40 had signed a contract with the Global Ocean Race for three round the world races. However there was concern that the race was too long and too expensive for non-professional sailors (it was noted that Class 40 is mainly a

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skipper/owner class) and that the race would particularly clash with La Route du Rhum which is a Concordat race. There are also two other round the world Concordat races at the same time, for these reasons the number of participants is doubtful and the return to sponsors of the race again a question mark.

Jacques Lehn was concerned that the Global Ocean Race did not have a good track record. The 2011-12 event had anticipated 18 entries, but delivered 6 starters. Only two boats completed the race, and due to disagreements between the organisers and the host port of Palma de Mallorca the finish had to be moved to Les Sables d'Olonne. He noted that the format of the Global Ocean Race with solo, two-handed and fully-crewed divisions seemed a confusing format from a sporting and media perspective. He felt it was not likely that a start or finish port in France would be approved by the FFV.

(h) San Francisco to San Francisco Ocean Race 2015

It was noted that Cree Partridge and Jim Antrim were proposing to start a non-stop Round the World Race in 2015. The race is planned to start on 15 November 2015 from San Francisco and finish in San Francisco. The race would be open to monohulls and multihulls over 12m and with no crew limitations.

7. Rolling 4 Year Events Program

The meeting reviewed, finalised and approved the 4 year rolling events program for Concordat events for the coming years as detailed in Appendix 1. This program is endorsed by ISAF.

8. Racing Rules and ISAF International Juries for Oceanic Races

- (a) It was noted that a working party has been formed by ISAF to draft for Oceanic Races, a Note of Guidance for International Jury members and Race Management officials. It would be placed in the ISAF Officials website library. The working party is chaired by David Brunskill and includes Bernard Bonneau.

Gilles Chiori highlighted issues for review such as how the Sailing Instructions should deal with Traffic Separation Schemes and virtual rounding marks.

- (b) It was noted that ISAF have recently approved two Cases (interpretations) of Racing Rule 41(c) - Outside Help, regarding the term 'information freely available' in relation to weather information. The final wording is undergoing editing, but is based on Submission 116-12 (circulated with the agenda) and will be published in the next couple of months.

9. Next Meeting

It was agreed that the next meeting will be held Thursday 23 May 2013 in Paris.

10. Any other Business

ISAF Guide to Offshore Personal Safety

Jacques Lehn highlighted the recently published book, 'ISAF Guide to

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Offshore Personal Safety', which features many photographs and illustrations. It is being translated into several languages.

There being no other business, proceedings terminated at 1620.

Enclosure – Appendix 1 – 4 Year Events Program

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Appendix 1 - Summary of Concordat and Other Events Calendar 2013-16

Concordat Events	Classes	2013	2014	2015	2016
Barcelona World Race	IMOCA		31 Dec	→ Spring	
Route du Rhum	Multi classes		Early Nov		
The Transat	Multi Class 50ft +				May
Velux 5 Oceans	Eco-60 ?			Autumn? →	
Vendée Globe	IMOCA	→ Feb			Nov →
Volvo Ocean Race	VO 65		October	→ Summer	
Québec St Malo	Multi Classes				Late Spring/Summer

Other Oceanic Events	Classes	2013	2014	2015	2016
Transat Jacques Vabre	Multi Classes	3 Nov		Oct/Nov	
Route des Princes	Multihull Multi Classes	June?			
IMOCA Europa Race	IMOCA		Spring ?	Sept ?	
Solidaire du Chocolat	Class 40				March/April
KRYS Ocean Race	MOD 70		September?		July?
The Transat TwoHanded	Multi classes 50ft + ?		May?		
Other Events					
America's Cup	AC 72	7-22 Sept			
Louis Vuitton Trophy	AC72	4 July – 1 Sept			

Major Oceanic Event Organisers – Minutes



Major Oceanic Event Organisers met at 11:00 – 16:00 hours on Thursday 23 May 2013 at, Fédération Française de Voile, located at 17 rue Henri-Bocquillon, 75015 Paris, France.

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7. Rolling 4 Year Events Program	8		

Present:
Jacques Lehn – Chairman ISAF Oceanic Panel, ISAF Oceanic and Offshore Committee
Alain Gautier – ISAF Oceanic Panel
Mike Golding – ISAF Oceanic Panel
<i>Concordat Events:</i>
Patrice Clerc – The Transat – President OC Sport
Hervé Favre – The Transat - OC Sport Event Director
Sylvain Gagné – Québec St Malo - President
Yves Dion – Quebec-St Malo – Expert Council
Guillaume Henry – Vendée Globe – Director General
Andor Serra - Barcelona World Race – General Manager
<i>Oceanic Classes:</i>
François Angoulvant – Class 40 – President (present second half of meeting)
Franck David – (MOD70) Multi One Design S.A. – Chief Executive Officer
Gaëtan Gouérou – IMOCA 60 – General Delegate
Muriel Robin – Class 40 - Director
Luc Talbourdet – IMOCA 60 - President
<i>Also Present:</i>
David Brunskill – ISAF Oceanic and Offshore Judges Working Party Chairman
Simon Forbes – ISAF Technical and Offshore Manager
Manfred Ramsbacher – Transat Jacques Vabre - Sports Director (C.E.O. Sirius Evenements)
Apologies:
Pierre Bojic – La Route du Rhum – Pen Duick
Sir Robin Knox-Johnston – Velux 5 Oceans (Clipper Ventures)
Jack Lloyd – Volvo Ocean Race – Race Director
Jerome Pels – ISAF Oceanic Panel, (ISAF Secretary General)
Josh Hall – Global Ocean Race 2014-15 – Race Director

Major Oceanic Event Organisers Agenda (cont.)

1. Opening of the Meeting

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

He highlighted that ISAF had recently held its first Mid-Year meeting under new President Carlo Croce. Among priorities for the Oceanic and Offshore Committee for the next four years are:

- to improve and simplify the Offshore Special Regulations
- emphasis on avoiding keel, rudder and stability failures
- further harmonise the calendar of events

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Major Oceanic Event Organisers meeting of 6 December 2013 were approved to be signed.

(b) Minutes Matters Arising

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

3. Updates from Classes

(a) Class 40

i) Evolution of class rules

François Angoulvant reported that the class was going well, with 9 new boats in 2012 and 2 more launched in 2013 with another 7 under construction. Class rule changes are trying to keep up with stopping unexpected developments: a definition of freeboard and conditions for measurement. Some new designs are more aggressive and the class membership wish to avoid extreme designs which would make the existing fleet obsolete. Decisions are taken by voting at the General Assembly. It is difficult to discuss the details of class rules, sometimes the wording has to be fine-tuned after some time to reflect on the consequences of choices voted.

ii) Calendar of class events

The 2013 Calendar features:

Atlantic Cup (USA) May

Normandy Channel Race (May)

Les Sables-Horta-Les Sables (July)

RORC Rolex Fastnet Race (August)

World Championship in Plymouth(GBR) August

Transat Jacques Vabre (November)

2014 Calendar:

Atlantic Cup (USA) May

Normandy Channel Race (May)

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World Championship – Douarnenez(FRA) – September
La Route du Rhum (November)

(b) IMOCA 60

Luc Talbourdet, President of IMOCA, presented developments. Following the success of the Vendée Globe, there are 12 boats active in 2013, with an anticipated 25 possible in 2014. A new Executive Committee have been elected, with Luc continuing as President, Bernard Stamm as Secretary General and Vincent Riou as Chairman of the Technical Committee.

i) Evolution of class rules

IMOCA have been working to evolve the class rules to :

- Give better reliability
- Less expense
- Simplify the use of the boats
- Preserve the existing fleet

Changes planned include :

a requirement for a certificate of building plan review in accordance with the requirements of ISO 12215.

Removal of the 10 degree stability rule (replaced by AVS_{WC} limit)

Removal of the 127.5 AVS limit (replaced by AVS_{WC} limit)

Amendment of AVS_{WC} requirement to 114°

Changes to ballast tanks

Introduction of maximum beam of 5.85m

Hull section at bow – limitations to prevent a ‘scow’ bow

Righting Moment at 25° angle of heel limited to 22 Tm

Limit of maximum 38° angle of keel cant

Standard stainless steel one-piece forged keel – grandfathered

Standard hydraulic system – grandfathered

Choice of 2 standard masts (1 rotating, one classic with spreaders) – grandfathered

Limitations on materials - grandfathering

The goal is for the Technical Committee to finish their work by the end of May. These will be put to a vote at an Extraordinary General Assembly in September, and if approved would be effective 1 January 2014.

ii) Calendar of class events

2013: Rolex Fastnet and Transat Jacques Vabre

2014: Transat Two Handed Europe- USA, 1000 mile race, La Route du Rhum, Barcelona World Race

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iii) Marketing of the class

Sir Keith Mills and the team at OSM (Open Sports Management), are responsible for the development of the commercialisation of class. The IMOCA World Championship will change its format, organised around two series. One series will be solo, the culmination of which will be the Vendée Globe and another will be two-handed, finishing with the Barcelona World Race.

(c) Volvo Ocean 65

i) Update on production progress and entries

Jack Lloyd's report noted that they are working with a number of teams, and that all team entry announcements are made by the team and not the VOR organisers. All planning is on track for a start in early October 2014 finishing late June 2015. [Three teams have gone public: Brazil, SCA and Abu Dhabi.]

The first 2 boats are at Green Marine in the UK in their final assembly stage before being handed over to their owners for branding and painting before returning to the yard for final assembly and fitting of appendages, rig etc and then launching and sea trials. Boat 3 is on time for delivery to the UK mid-September.

The design is passing full ISO 12217 through Germanischer Lloyd. There has been a slight delay on delivery with boat 1, but boat 2 is exactly on the date set in March 2012.

The plans are being finalised for all repairs and maintenance during the race which will be carried out by the suppliers under the umbrella of the shared service department. North Sails are manufacturing the first 2 sets of pre-race sails due for delivery to the team branders in July.

(d) MOD 70 – Multi One Design

i) Calendar of class events for the interim year 2013

Frank David reported that in February an agreement had been signed with the teams in order to organise an interim series of race for 2013. He thanked Jacques Lehn for his support in the negotiations. Four boats (Spindrift Racing, Musandam-Oman Sail, Virbac-Paprec 70, Group Edmond de Rothschild) will race in the Route des Princes, and the Transat Jacques Vabre. Orion Racing is in the North America, training for next year's program of races. Michel Desjoyeaux's boat and Race for Water are looking for sponsors.

ii) Calendar of class events 2014-16

Strategic meetings will be held with the teams in July and October to further plan the calendar for 2014-16.

The KRYS Ocean Race will start on 11 May from Brest. Expecting to finish in New York 18-20 May.

4. Reports on Recent Concordat Races

(a) Vendée Globe 2012-2013

Guillaume Henry noted that the awards ceremony on May 11 marked the

Major Oceanic Event Organisers Agenda (cont.)

end of the Vendée Globe 2012-2013, a race with an exceptional intensity.

Francois Gabart (Macif) established a new race record time of 78 days, 2 hours, 16 minutes, - 6 days quicker than the previous record. Francois also established a new solo monohull 24 Hour record of 534 miles (Average speed 22 knots). Francois' victory margin was the smallest in race history with Armel Le Cléac'h only 3 hours 17 minutes behind, they were in sight of each other off New Zealand and the leader changed on 29 occasions. The gap between first and last-placed Alessandro Di Benedetto of 26 days was also the smallest in the race's history. Alessandro's time of 104 days would have won the first three Vendée Globes.

The Race Village with 6,500m² of exhibition space, open between 20 October to 11 November, attracted one million visitors. On the race start day 300,000 spectators came to see the 20 skippers set off on the 28,000 mile race. The Race HQ in Montparnasse, Paris saw a total of nearly 25,000 visitors mainly to see the daily 'radio vacations' which were also streamed on the internet.

On January 27, 150,000 spectators welcomed the first two boats back, with a total of 300,000 welcoming the 11 finishers (12 including Bernard Stamm).

Regarding the media impact of the race:

According to Kantar Sport and its UMB(Media Impact Unit), in France between November 2012 and February 2013, the Vendée Globe achieved a figure of 6,000UBM, which is more than Tour de France Cycling (4,200) and Roland Garros (Tennis) 2,500. The gross value of the advertising in France is estimated at around €180 million.

Website statistics showed 53 million visits, 9.3 million unique visitors, 56,000 newsletter subscribers, 30 million video viewings, nearly 400,000 connections during the start and 600,000 connections during the finish on January 27. The Race App on iPhone, iPad and Android had about 300,000 downloads, with the Facebook page gaining 77,000 fans, whilst the Twitter feed had 19,000 followers.

5. Forthcoming Concordat Oceanic Races

(a) The Transat 2016

Patrice Clerc reported that the next edition of The Transat is planned for May 2016, in its traditional pre-Vendee Globe slot. Although the decision on which classes will be invited has not yet been finalised, it will be a solo skipper event for boats 40ft and above. The fleet will follow its traditional tough North Atlantic course from the UK to North America. Luc Talbourdet noted that IMOCA are keen to do the 2016 Transat.

(b) Volvo Ocean Race 2014-15

The race schedule is:

	In-Port	Leg start
Alicante (ESP)	4 October 2014	11 October 2014
Recife (BRA)	8 November 2014	9 November 2014

Major Oceanic Event Organisers Agenda (cont.)

Abu Dhabi (UAE)	2 January 2015	3 January 2015
Sanya (CHN)	7 February 2015	8 February 2015
Auckland (NZL)	14 March 2015	15 March 2015
Itajai (BRA)	18 April 2015	19 April 2015
Newport (USA)	16 May 2015	17 May 2015
Lisbon (POR)	6 June 2015	7 June 2015
Lorient (FRA)	TBD	TBD
Gothenburg (SWE)	27 June 2015	

(c) La Route du Rhum 2014

Jacques Lehn reported that Pierre Bojic was unable to attend the meeting due to commitments with the Mayor of Bordeaux regarding La Solitaire du Figaro. Pierre had advised that the 10th edition of the race will start 26 October or 2 November, with the same classes as the 2010 race. Around 70 entries are anticipated. There is no title sponsor yet. The Notice of Race will be issued during the Salon Nautique in December 2103.

Luc Talbourdet noted that IMOCA would like the race to start as early as possible, to give the extra crucial week for any participating boats also intending to compete in the Barcelona World Race.

(d) Barcelona World Race 2014-15

Andor Serra congratulated the IMOCA skippers in the Vendée Globe. Preparations for the Barcelona World Race are on track, with good support from the city of Barcelona.

Fundació Navegació Oceànica Barcelona are pleased with the IMOCA decisions as it has been delicate issue to find insurance for the boats. He is disappointed to find three Round the World Races starting 2014, particularly as two are starting from Spain. This has created difficulties such as the clash with the Volvo Ocean Race where for example Mapfre could have supported the same skipper in the Barcelona World Race or the Volvo Ocean Race.

(e) Velux 5 Oceans 2015-16

Jacques Lehn noted that Sir Robin Knox Johnston had advised he was unable to attend the meeting. There were no developments to report regarding a Velux 5 Oceans 2015-16.

6. Forthcoming non-Concordat Oceanic Races

(a) Route des Princes – June 2013

Hervé Favre reported that OC Sport were organising the race which starts from Valencia(ESP) on 6 June 2013, with stops at Lisbon(POR), Dublin(IRL), Plymouth(GBR) and Roscoff(FRA). There will be in-port races, and there are nine entries, all trimarans: 4 Multi 50, 4 MOD 70, and

Major Oceanic Event Organisers Agenda (cont.)

the 80ft *Prince de Bretagne*. The event may be held on a regular two-yearly basis.

(b) Clipper Round the World 2013-14

Jacques Lehn proposed that the Clipper Round the World Race should be included in the review of non-concordat races, even if it is not a race for professionals. The race is for a new fleet of 70ft yachts starting on 1 September 2013 with the following course :

London (GBR) – South America
South America – Cape Town(RSA)
Cape Town(RSA) – Western Australia
Western Australia – Eastern Australia
Eastern Australia – Singapore-Qingdao(CHN)
West Coast USA – Panama – Cozumel(MEX) – New York
New York - Northern Ireland – Europe – London(GBR)

Luc Talbourdet felt that this race for amateur, paying-sailors was not in the same league as the other events for professional sailors and should not be included in the calendar of races. Jacques Lehn considered that this event does compete for media coverage and host-ports with events for professional sailors and that when in port the fleet has as major a presence as any other event. Mike Golding agreed that the Clipper Race should be included.

Decision: To include the Clipper Race under the heading of 'Other Events'.

(c) La Transat Jacques Vabre - November 2013

Manfred Ramspacher, reported that the event was under new organisation, as the Association Jacques Vabre had appointed him as Sports Director and Sylvie Viant as Race Director. The race will start on 3 November 2013, with finish in Itajai (Brazil), a course of 5,400 miles. The IMOCA and Class 40 fleets will race directly to the finish, while the Multi 50 and MOD70 will have a 2-4 day pit stop in Madeira. Anticipated entries are Class 40: 25, IMOCA 60 : 10-12, MOD70: 4, Multi 50: 6-8. The Ultimate/G Class multihulls had not been invited as they were difficult to integrate into the event.

(d) Solidaire du Chocolat - April 2014

Jacques Lehn reported that Damien Grimont was planning a third Solidaire du Chocolat starting 13 April 2014. In fact the events planned would be a "Petit Chocolat" of 900 miles starting in Saint Nazaire(FRA) to Cadiz(ESP) for Class 40, Multi50, IMOCA, HN, IRC et Multi 2000, escorted by Ultimate/G-Class multihulls. The large multihulls would then start on 20 April 2014 a 'Grand Chocolat' Race of 4,800 miles to Progresso (MEX).

Francois Angoulvant noted that this event was not on the official Class 40 Calendar.

Major Oceanic Event Organisers Agenda (cont.)

(e) IMOCA Double-handed Transat 2014

IMOCA has in its 2014 calendar of races, a double-handed Transat.

Patrice Clerc noted that OC Sport have had been in discussions with OSM regarding a Double-handed Transat in the IMOCA Class in May or June 2014. The discussions between IMOCA and OC Sport are on-going.

(f) Global Ocean Race – September 2014-15

Josh Hall, Race Director, had been invited to attend, but was unable to at short notice.

Jacques Lehn noted that it was difficult to discuss the matter when there was no event representative present. The Round the World Race for Class 40s had been announced in November 2012. Julian Mounter (Chairman of GOR Steering Board) and Josh Hall had attended a meeting with Jerome Pels and Simon Forbes at the ISAF Offices in March 2013.

It was noted that the event is not on the Class 40 Calendar.

Josh Hall had been asked several times in writing to postpone the event due to the clash of dates with three Concordat Events. (Volvo Ocean Race, La Route du Rhum, Barcelona World Race).

Nevertheless he still plans to run the event starting 21 September 2014 from Southampton (GBR) with stops in Cape Town (RSA), Australia/New Zealand, Punta del Este (URU), Charleston (USA), finishing in Portsmouth (GBR).

(g) San Francisco to San Francisco Ocean Race 2015

No news was reported at the meeting.

[Secretariat Note: Subsequent to the meeting it was noted that the event website has an updated Notice of Race indicating a start date of 28 November 2015.]

7. Rolling 4 Year Events Program

(a) Review

The Calendar of Concordat Events and other Oceanic Events was reviewed.

Andor Serra expressed his concern at the clash of the Barcelona World Race and Volvo Ocean Race. He noted that a good Oceanic Calendar of Events is one that is good for all organisers. Luc Talbourdet noted that the Volvo Ocean Race/Whitbread had been on a 4-yearly cycle until after the 2005-6, when a three-yearly timescale was introduced. Alain Gautier questioned whether the Barcelona World race could move to a 2015 start? Andor's response was no, as that would affect the whole IMOCA 4 year calendar. Andor Serra felt that as the Volvo Ocean Race are introducing a new project with a new boat and could do with more time to build the fleet, if Volvo have any intention to delay their race a year, the sooner this decision is made the better.

Guillaume Henry was concerned that if the current schedule continues, the Volvo Ocean Race and Vendée Globe will clash in 2020.

Jacques Lehn noted that the group had accepted and approved the 2014 Calendar of Events in past meetings.

Andor Serra, Luc Talbourdet, Guillaume Henry and Mike Golding expressed the desire to discuss the Calendar for the long-term at the next meeting, particularly with a view to

Major Oceanic Event Organisers Agenda (cont.)

avoiding a clash between events on a three-yearly rotation and those on the four-year rotation.

Jack Lloyd on behalf of Volvo Ocean Race stated in a report to the meeting:

“ The Global Ocean Race has competed for coverage both in title and media since its inception with the Volvo Ocean Race, the timing of their start is at the time we are ramping up our media coverage in anticipation of the start of the Volvo Ocean Race 2014-15, the similarity of the name and the overlapping timing sends a confusing message to the general media. The Volvo Ocean Race timings have been in the calendar for some years now as required by the ISAF Oceanic Concordant rules, we do not agree that to add the Global Ocean Race at this late stage to the calendar adds any tangible benefit to other Oceanic Events or the Volvo Ocean Race. “

Sylvain Gagné advised that he was considering organising a race in the Spring of 2014 from La Rochelle(FRA) to Quebec(CAN) with a possible return race in early July which would be a good qualifying distance for La Route du Rhum.

(b) Finalised and Approved

The rolling 4-year program in Appendix 1 was approved.

8. Racing Rules and ISAF International Juries for Oceanic Races

David Brunskill, Chairman of an ISAF working party, presented a report on a draft Guide for Judging Oceanic and Offshore Racing. The other working party members are: Bernard Bonneau, Jack Lloyd and Christophe Gaumont. Comments had already been included from Mike Golding.

Alain Gautier recommended that a translation in French and Spanish would assist in obtaining feedback. Alain asked if ISAF would accept an experienced racer on to the jury? David Brunskill noted that RRS Appendix N1.2 states that an International Jury should comprise at least five, a majority shall be International Judges, so it is certainly possible. N1.1 does specify that no members of the race committee shall be on the International Jury.

Mike Golding observed that all juries start with 100% credibility, if jury decisions are not adequately explained, then the competitors lose faith.

Luc Talbourdet noted the comments regarding the Jury assisting the organiser in the wording of Notice of Race and Sailing Instructions. He felt that Sailing Instructions should be published more in advance of the start, as he felt publishing the Sailing Instructions 3 weeks before the start of the Vendée was too short a notice.

It was agreed that this was a valuable project and to further circulate the paper to event organisers in order to receive feedback.

9. Hull Construction Standards – ISAF Certificate of Building Plan Review

An information paper was received highlighting the ISAF Building Plan Review requirements for monohull yachts in Offshore Special regulations Category 0, 1 and 2 races.

As minuted under the IMOCA Class report, the class will be adopting ISO construction standards for new boats.

Class 40 and ISAF Secretariat's will co-ordinate records.

Volvo Ocean 65 is adopting compliance under review of Germanischer Lloyd.

10. Next Meeting

It was agreed that the next meeting will be held Monday 9 December 2013 in Paris.

Major Oceanic Event Organisers Agenda (cont.)

Appendix 1 - Summary of Concordat and Other Events Calendar 2013-16

Concordat Events	Classes	2013	2014	2015	2016
Barcelona World Race	IMOCA		31 Dec	Spring	
Route du Rhum	Multi classes		Early Nov		
The Transat	Multi Class 50ft +				May/June
Velux 5 Oceans	Eco-60 ?			Autumn?	
Vendée Globe	IMOCA				Nov
Volvo Ocean Race	VO 65		October	Summer	
Québec St Malo	Multi Classes				Late Spring/Summer

Other Oceanic Events	Classes	2013	2014	2015	2016
Transat Jacques Vabre	Multi Classes	3 Nov		Oct/Nov	
Route des Princes	Multihull Multi Classes	6 June		June	
Solidaire du Chocolat	Class 40?				March/April
Solidaire du Chocolat	Multi Classes Ultimate		April		
KRYS Ocean Race	MOD 70		11 May		July
The Transat TwoHanded	IMOCA		May/June		
Other Events					
Clipper	Clipper	Sept 1			
America's Cup	AC 72	7-22 Sept			
Louis Vuitton Trophy	AC72	4 July – 1 Sept			