

Oceanic and Offshore Committee – Minutes



The Oceanic and Offshore Committee met at 09:30 – 16:20 hours on Thursday 14 November 2013 at the El Bandar Hotel, Muscat, Sultanate of Oman.

Please refer to the ISAF website www.sailing.org for the details of the submissions on this agenda.

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Present:

Jacques Lehn (FRA)– Chairman	Ken Kershaw (Empirical Handicap SC)
Stan Honey(USA)– Vice Chairman	Noboru Kobayashi (JPN)
Will Apold (CAN) (Special Regulations SC)	Maja Lesny (POL)
Adrienne Cahalan (AUS)	Vadim Mekhanikov (RUS)
Stuart Carruthers (International Regulations)	Thomas Nilsson (NOR)
Alp Doguoglu (TUR)	Tom Rinda (Classification Commission)
Sten Edholm (SWE)	Wolfgang Schaefer (GER)
Bruno Finzi (ITA)	Andor Serra (ESP)
Janet Grosvenor (GBR)	Lazaros Tsalikis (GRE)
	Gary Jobson – (Vice-President)

Apologies:

Jose Frers (ARG)	Abraham Rosemberg (BRA)
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Also in Attendance:

Jason Smithwick (Head of Technical & Offshore Dept)	
Simon Forbes Technical & Offshore Manager	Henry Thorpe Technical & Offshore Co-ordinator

1. Opening of the Meeting

The Chairman welcomed the members of the Committee and they were invited to give a short introduction.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Oceanic and Offshore Committee meeting of 7 November 2012 were noted.

(b) Minutes Matters Arising

There were no matters arising which were not covered elsewhere on the agenda, with the exception of a request by Stan Honey to further discuss keel failures. (Minuted under Item 17(a)).

3. Chairman's Report

The Chairman presented a report on activity during the year, including his mid-year report to ISAF Council. This presentation can be found at: [http://www.sailing.org/tools/documents/OceanicandOffshoreCommitteeChairmanPresentation-\[15077\].pdf](http://www.sailing.org/tools/documents/OceanicandOffshoreCommitteeChairmanPresentation-[15077].pdf)

4. Reports from Working Parties

ORC/IRC – Bruno Finzi reported that ORC had been 'on the starting line' with RORC for five years on the objective 'One World – One Rating Rule'. The project has evolved and US Sailing has joined the group. It has been decided to change the objective to 'One World – One Measurement System' – the Universal Measurement System.

5. Universal Measurement System

- (a) Submission 086-13 was received from ORC, IRC and US Sailing regarding the request to endorse and support the Universal Measurement System project with the fundamental aim of reducing the complexity for owners and rating offices when a yacht owner chooses to race under multiple rating rules.

Stan Honey noted that since the ORC/IRC objective had been changed, the progress had been staggering, with US Sailing and ORC working very quickly. It was reported that the Equipment Committee were also very committed to the project. As an observer Mike Urwin (RORC Rating) said he was pleased to support the development – he felt that the ISAF Executive would need to be approached to provide some initial funding to establish the internet-based system. Bruno Finzi noted that ORC would also be happy to invest to simplify the rating process for offshore sailors, he noted ORC already have online rating services.

Ken Kershaw noted that on behalf of the Equipment Committee, the Equipment Rules of Sailing Working Party will be giving priority to the UMS proposals and posting decisions before they are incorporated in next ERS edition to be published in 2017.

On a proposal by Jacques Lehn, seconded by Alp Doguoglu, submission 086-13 was unanimously approved:

Recommendation to Council: Approve

The Oceanic and Offshore Committee recognise the importance of the UMS initiative and encourage the interested parties to work quickly towards this goal and request that Stan Honey monitor developments on behalf of Oceanic and Offshore Committee.

6. Reports from Rating Systems

Reports were received from the International / Recognized Rating Systems:

- (a) ORC International

A report was received from the Offshore Racing Congress. Bruno Finzi highlighted that the ORC Rating Systems (ORC International and ORC Club) are managed in 32 countries by National Rating Offices on five

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continents and centrally managed by ORC for 6 countries where a National Rating Office is not yet established. Thus, in total ORC issues certificates for boats in 38 countries.

The major development for ORC this year was the 1600 ORC Club certificates issued in Norway as that country's default rating system. This makes Norway the largest constituency of ORC, joining Italy and Holland where ORC fleets exceed 1000 boats. Spain has also returned to default use of ORC and now has nearly 1000 issued certificates.

A preliminary tally of fleet statistics shows use of both ORC International and ORC Club systems remains stable in most countries despite tough economic times, and the large number of certificates in Norway and Spain has helped to realize an overall increase of 14.8% from 2012.

A hallmark of ORC is the Sailor Services on the website allowing access to all ORC rules, and the VPP used to generate ratings, which gives easy access to all available rating and measurement data from a database of over 70,000 records gathered from the past 25 years.

(b) ORC Club

The ORC Club report is minuted in item 6 (a) above.

(c) IRC Rating Rule

A report was received from the International IRC Owners' Association. Alp Doguoglu, as Vice Chairman reported that the total number of IRC certificated boats at the end of 2012 was 6614 with 27 countries having fleets of 25 boats or more on 6 continents, thus continuing to satisfy the requirements of ISAF Regulation 12.2(e)(i).

IRC continues to be used at a growing number of events around the world including the four original classic ocean races, the Fastnet, Sydney to Hobart, Newport to Bermuda, and Middle Sea Races.

The annual meeting of the IRC Congress was held in Paris, FRA, on the 12-13 October 2013. Representatives of 15 IRC National fleets (AUS, BEL, BUL, BRA, CAN, FRA, GBR, GER, HKG, IRL, JPN, MLT, TUR, UAE, USA) were present.

During 2013, the effects of the global economic situation have continued to be noticeable with a significant decline in the number of boats rated. Within this, it is apparent that the number of new boats is again significantly lower than historically. While the world economic situation is clearly having an effect, it is now considered that fundamental changes in both society and the sport of sailing are having an influence on the number of rated boats. Primary among these issues is a general shortage of crew, including younger crew members.

Initiatives undertaken during 2013 include seminars at clubs and an experiment in GBR with 'Limited Validity IRC TCCs', ie ratings valid for a single event only. Mike Urwin (RORC Rating office) noted that approximately 150 Limited Validity certificates had been issued and that these are not included in the figures reported.

7. Advertising Code – Regulation 20

- (a) Submission 010-13 was noted from US Sailing regarding advertising on bibs at ISAF Events. It was considered this was more relevant to dinghy

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events.

On a proposal by Will Apold, seconded by Janet Grosvenor it was unanimously agreed to propose no recommendation.

Opinion: No Recommendation

- (b) Submission 011-13 was noted from 49er Class regarding advertising on jibs.

On a proposal by Jacques Lehn, seconded by Wolfgang Schaefer it was unanimously agreed to propose no recommendation.

Opinion: No Recommendation

- (c) Submission 012-13 was noted from the International Kiteboarding Association regarding advertising for Kiteboards.

On a proposal by Jacques Lehn, seconded by Wolfgang Schaefer it was unanimously agreed to propose no recommendation.

Opinion: No Recommendation

8. ISAF Regulations

- (a) Submission 009-13 was noted from the Chairman of the Constitution Committee regarding changing the International Regulations Commission to report in the future to the Oceanic and Offshore Committee. Stuart Carruthers reported that the submission had been discussed at the recent International Regulations Commission meeting and concern had been expressed that the work of the Commission does not just relate to the Oceanic and Offshore Committee's interests. The proposed amendment to the submission by the Constitution Committee goes some way in addressing the issue of Executive Committee responsibility and reporting.

On a proposal by Jacques Lehn, seconded by Stuart Carruthers it was unanimously agreed to approve the submission as amended by the Constitution Committee.

Opinion: Approve with the following amendment

The Oceanic and Offshore Committee approve this submission as amended by the Constitution Committee.

- (b) Withdrawn submission 034-13 was noted from the Chairman of the Constitution Committee regarding removing the ISAF Codes from the Regulations and adding a new Regulation 38 regarding Amendments to the Regulations.
- (c) Withdrawn submission 050-13 was noted from the Fédération Française de Voile regarding reviewing criteria for ISAF Class designation.
- (d) Withdrawn submission 051-13 was noted from the Fédération Française de Voile regarding reviewing criteria for participation levels at Class World Championships.

9. Offshore Safety

Withdrawn submission 085-13 was noted from the Real Federacion Espanola de Vela regarding requiring Automatic Identification System (AIS) to be transmitting when racing, and for lifejacket and harness to include an AIS

transmitter for oceanic races.

It was noted that Offshore Special Regulation(OSR) 3.29.1(n) Category 1 & 2, requires the carriage of an AIS Transponder. In November 2012, it was agreed to include in the OSR the requirement from 1 January 2014 for the AIS aerial to be at the top of the mainmast. In November 2012 the proposal to specify in the OSR that the AIS be transmitting at all times while racing had been rejected. It was considered a matter for each organising authority to specify whether the AIS was required to be transmitting at all times while racing.

Stan Honey noted that requiring an AIS transmitter to be continuously on while racing was an interesting topic. Personally, he dreaded having AIS continuously-on, from the strategic aspect of racing. However, he felt that eventually there will be requirements to have AIS transmitting at all times while racing. He considered that preparations should be made to ensure that the requirement affected all racing boats equally and specifications would need to be developed to preserve the AIS performance including a minimum length of the masthead aerial and the aerial's efficiency, the power of the transmitter and the loss in the cable. This would be needed as there may be a competitive advantage in having a poorly transmitting system.

Adrienne Cahalan raised the issue of races such as the Volvo Ocean Race and Clipper Round the World Race whereby 'stealth periods' with no tracking data from the boats was part of the race and compulsory AIS transmitting would prevent this.

Jacques Lehn noted that race organisers would need to consider the penalty for not transmitting the AIS signal.

Andor Serra was concerned that there were several collisions in the last Vendée Globe race and that the issue needed further consideration.

Stuart Carruthers highlighted that AIS for tracking and AIS for man overboard were two different topics: location and distress alerting.

10. Offshore Special Regulations

In accordance with ISAF Regulation 30.1.6(c) the Oceanic and Offshore Committee is responsible for approving the Special Regulations on behalf of Council and the submissions are numbered 'SR'.

- (a) The agenda and supporting papers of the Offshore Special Regulations Sub-committee were noted
- (b) Recommendations from the Offshore Special Regulations Sub-committee on 'SR' submissions were noted.

Will Apold, Chairman of Special Regulations Sub-committee reported that 22 submissions (including those deferred from previous meetings) were considered, 8 were recommended for approval, 1 was deferred, 13 were withdrawn (mainly due to working party reviews).

Jacques Lehn recommended the decisions on 'SR' Submissions be made 'en-bloc'. That the following submissions withdrawn or deferred by the SR Subcommittee should not be considered further:

Withdrawn: SR04-12, SR06-12, SR07-12, SR08-12, SR11-12, SR13-12, SR14-12, SR15-12, SR21-12, SR23-12, SR07-13

Deferred: SR01-13

The recommendations for approval were individually reviewed:

The removal of the prohibition on carbon fibre in stanchions and pulpits was discussed noting that appropriate manufacturing techniques were required to avoid shattering failure.

In discussing the amendment regarding dyneema lifelines, it was agreed significant care in the installation and maintenance was required. It was noted that the OSR Sub-committee had formed a working party to review failures.

The amendments proposed by the Special Regulations Sub-committee are detailed in their minutes.

On a proposal by Will Apold, seconded by Sten Edholm the following SR submissions (as amended by the Sub-committee) were unanimously approved to be effective 1 January 2014: SR27-11, SR09-12, SR02-13, SR03-13, SR04-13, SR05-13, SR06-13. Also approved were the OSR Working party recommendations relating to EPIRB and PLB.

Decision: Approved

11. Reports & Opinions of Sub-committees

(a) Special Regulations Sub-committee

A report was received from the Chairman of the Special Regulations Sub-committee not based on submissions.

Re-drafting Offshore Special Regulations (OSRs) – Will Apold highlighted work to re-draft the OSR in order to make them simpler and more widely implemented. The timetable for the work is:

2014 January 30 – Stage 1 circulated to WP

2014 March 30 – Stage 2 circulated to WP

2014 April – Working Party conference calls to finalise draft

2014 July 20- circulate re-draft to Special Regulations Sub-committee

2014 November –meeting to review complete re-draft

2014 November – Redraft to be ratified by Oceanic and Offshore Committee

2015 July 31 – Deadline for submissions to amend re-draft

2016 January 1 – New version effective

Stan Honey commended the proposed plan and noted that in the US, US Sailing cannot compel race organisers to use the OSRs. As the OSRs have become more complicated, fewer US events have been using them. The US Coastguard in San Francisco, in response to the Farallones Race fatalities, asked the San Francisco area event organisers to adopt a common set of safety equipment requirements. None of the San Francisco area event organizers were still using the OSRs. US Sailing helped that group generate a simplified set of common requirements. Other US event organizers in other regions, such as the Bermuda Race, have also chosen to use the simplified safety equipment requirements. When ISAF develops simplified

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requirements, Stan Honey's expectation was that US events would move back towards the ISAF OSRs.

The Special Regulations Working Parties for 2014 are detailed as an appendix to the Sub-committee minutes.

(b) Empirical Handicap Sub-committee

A report was received from the Chairman of the Empirical Handicap Sub-committee not based on submissions.

- i) Ken Kershaw noted that the Empirical Handicap Sub-committee's terms of reference related to the Universal Measurement System (UMS) project (see Item 5). He has asked the Equipment Rules of Sailing (ERS) working party to address the UMS project's 14 definitions and changes into the ERS and was hopeful that by March 2014 these could be agreed for inclusion in the next edition of the ERS to be published in 2017.
- ii) As the Empirical Handicap Sub-committee only comprises three members, Ken Kershaw has also identified and corresponded with eight experts. Progress has been made on a project to provide a turn-key empirical handicap system for MNAs. Methods to adjust race results have been developed, work continues on determining the initial first-race handicap.

12. ISAF Sailor Classification Code

- (a) A written report was received from the Chairman of the Classification Commission.

Tom Rinda summarised that he inherited the current system, where he as the Chairman, is the only Classification Commission member mentioned in the ISAF Year Book. The work of the commission has been undertaken on the basis of secrecy and confidentiality. His aim is to move to an open system of racing activity data that supports the classification

There are 14 members of the Commission, four are publicly-known as they assist regatta organisers. There are Commission members from USA, Europe, GBR, Antipodes, sub-Asian Eastern Europe. Classification Code Frequently Answered Questions are currently being translated into Russian.

Commission interviewers attended regattas in 2013 for the following ISAF Classes: Melges 24 Europeans and Worlds, Melges 32 Worlds, Dragon Worlds, Soto 40 Worlds, Etchells Worlds, Swan Gold Cup and Maxi Series at YCCS as well as the ORC Worlds.

It was highlighted that at the last meeting, the viability of reintroducing Group 2 Classification Status was considered. It was also noted that professional sailors do not have a specific incentive to declare that they are a Group 3 sailor.

Tom was thanked for taking on a thankless task.

13. Oceanic Concordat

- (a) A verbal report from the chairman was received regarding activity during 2013.
- (b) The minutes were received of the meetings of ISAF Major Oceanic Event Organisers held in Paris on 23 May 2013 and 6 December 2012.

As an observer, James Dadd reported that seven Volvo Ocean 65s were now either sailing or under construction.

14. Judging Oceanic and Offshore Racing

A proposed new section to the International Judges manual, developed by the working party chaired by David Brunskill, was received.

Bernard Bonneau, Chairman of the Racing Rules Committee and a member of the working party that produced the document, summarised that it had no other ambition than to be a reference of good practice.

It was noted that the International Judges Sub-committee had approved the document to be included in the Judges's Manual.

On a proposal by Jacques Lehn, seconded by Tom Rinda there was a unanimous vote to approve the document and to include in the Judges Manual.

It was also approved to keep the working party active looking out for potential updates to the document. Further modifications shall require approval by International Judges Sub-committee and Oceanic and Offshore Committee.

15. World Sailing Speed Record Council

A report was received from the World Sailing Speed Record Council. Stan Honey, (WSSRC-Vice Chairman) highlighted the November 2012 outright record of 65.45 knots set by Paul Larsen on Sail Rocket 2. He noted that the WSSRC is funded from record ratification fees.

16. International Regulations Commission

The Chairman of the International Regulations Commission gave a verbal report. Stuart Carruthers noted that one of the main roles is observing what is going on at the International Maritime Organisation. Items relevant to this committee are the plans to incorporate the Iridium satellite constellation into the Global Maritime Distress and Safety System. Updated advice on the piracy situation in the Indian Ocean had been published recently on www.sailing.org/piracy.

Significant reviews of 33 ISO standards relating to small craft will be undertaken during 2014.

17. Any Other Business

- (a) Keel Failures

Stan Honey raised the issue of keel failures, which had been discussed by the Special Regulations Sub-committee when reviewing a summary of 72 known keel failures since 1984. He had personal knowledge of

four boats, two of which were not on the list. He was assured that the issue may have been solved by the introduction of the ISAF Plan Review process for Category 0-2. He considered, that as a sport, sailing is extraordinarily poor at learning from failures. As air travellers we are reassured that there are rules to require public disclosure of accident reports. But there are no rules to help future sailors or naval architects learn from past failures by requiring incidents to be reported. We cannot fix the regulatory environment, but we could include an owner's commitment as part of our Plan Review system or OSRs that participation in plan review, or by entry into a race under the OSR – a structural failure will not be held confidential. Major insurance companies do not make money from keels falling off.

In summary, he is delighted with the ISAF Plan Review. ISAF need more complete information from failures. As a first step, a working party should be set up to evolve a culture to support sharing knowledge.

Ken Kershaw noted that the Special Regulations keel failure report detailed 72 incidents, in which there were 24 fatalities, which is less than one fatality per year. Out of the 72 failures, 18 were in IMOCA 60, Mini Transat or Maxi yachts. In these three classes there was only one casualty – possibly due to race management and Special Regulations.

Adrienne Cahalan whilst supporting the access to information, noted it would be difficult/unfair for ISAF to compel competitors to answer questions or otherwise provide information to ISAF or race organisers about keel failures and if not doing so, to be penalised for misconduct (by way of the Rule for non-compliance for example). A person in this situation may find themselves with competing insurance and legal obligations. Government Investigating bodies (such as ATSB in Australia) who investigate marine incidents and compel people to answer questions have legislative protection to ensure anything said by a person involved remains confidential and is not able to be produced in court, but ISAF would not be able to protect a competitor in this way. When there are insurance and legal issues involved in an incident and particularly where criminal penalties are possible, a competitor should not be penalised for exercising their right against incriminating themselves and refusing to answer questions, eg to ISAF.

Alp Doguoglu noted that Category 0-2 races are highly visible events and failures on those events are trackable, however getting to the detailed information is a challenge. He felt there are surely failures in less publicized events in Cat 3 and 4 which are more in absolute numbers and do not get reported at all. Alp recommended to include Cat 3 and 4 into the general initiative and possibly come up with a 'roadmap' which the safety conscious present/future owner of a boat could use to verify that the boat is/will be safe in this respect.

As an observer, David Lyons noted that in other areas of industry when an item has been designed and built, it is independently verified that it has been built to the plans.

On a proposal by Will Apold, seconded by Sten Edholm there was a unanimous vote to appoint a working party, whose tasks may include the preparation of a submission for the next meeting.

Decision: A structural integrity working party was appointed –

Stan Honey(Chairman), Adrienne Cahalan, Alp Doguoglu, David Lyons, Jason Smithwick.

(b) Racing Rule of Sailing (RRS 51) – Movable Ballast

Adrienne Cahalan highlighted a discussion in the Women's Forum on the stacking of sails in offshore racing. Yachting Australia issued on 18 October a prescription modifying RRS 51 Moveable Ballast, so permitting the stacking of sails in Category 1, 2 and 3 races held under the Yachting Australia Special Regulations. The change followed extensive consultation with the offshore keelboat community and a clear message that not only is the practice widespread, despite it being a breach of Rule 51, but that owners and sailors were also in favour of it being allowed.

David Lyons as an observer noted that the Yachting Australia had recently withdrawn the prescription on 7 November pending clarification regarding the IRC Rating Rule and other possible conflicts.

James Dadd as an observer noted that Volvo Ocean Race sailors had previously requested to the organisers that stacking sails below decks should not be permitted.

Gary Jobson observed that he was horrified with idea of having to stack sails whilst racing and that it was not going to encourage more people into the sport.

(c) Racing Rule of Sailing (RRS 55) - Trash Disposal

Gary Jobson noted the RRS Q&A [2013-028 N002] confirmed that the common practice of preparing spinnakers using elastic or wool bands at intervals to prevent them from filling during the hoist breaks rule 55 when the spinnakers are hoisted and sheeted and the bands break and end up in the water, even if the material used is bio-degradable. He also noted that organisers of long distance races might need to review their application of RRS 55. It was noted that some sailmakers are developing alternatives to elastic or wool bands that would remain attached to the sail.

(d) ISAF World Sailor of the Year

The Chairman noted that there was a clear pinnacle in dinghy sailing which lead to the Olympic Games and then recognition as ISAF World Sailor of the Year. It was questioned whether the ISAF World Sailor of the year Awards should be restructured by categories, including offshore, to allow better recognition of offshore sailors by the voting Member National Authorities.

There being no further business the meeting closed at 1620.