The Oceanic and Offshore Committee met at 16:00 – 19:15 hours by Conference Call on Wednesday 28 October 2020

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

1. Opening of the Meeting
2. Minutes of the Previous Meeting
3. Chairman’s Report
4. Working Parties
5. Reports from Rating Systems
6. 2024 Olympic Sailing Competition
8. Offshore World Championships (OWC)
9. Application for World Sailing Class Status
10. Offshore Special Regulations
11. World Sailing Sailor Categorization Code
12. Equipment Cheating
13. Oceanic Concordat
14. World Sailing Speed Record Council
15. International Regulations Commission
16. Racing Rules of Sailing
17. Equipment Rules of Sailing
18. World Sailing Sustainability Agenda 2030
19. Any Other Business

Present:
Stan Honey (USA) – Chairman
Matt Allen (AUS) – Vice Chairman
Will Apold (CAN) (Special Regulations SC)(in Part)
Paddy Boyd (IRL)
Stuart Carruthers (International Regulations)
Stacey Clark (GBR)
Bruno Finzi (ITA)

Also in Attendance:
David Graham (Chief Executive Officer)
Will Apold (CAN) (Special Regulations SC)(in Part)
Paddy Boyd (IRL)
Stuart Carruthers (International Regulations)
Stacey Clark (GBR)
Bruno Finzi (ITA)

1. Opening of the Meeting

(a) Welcome

The Chairman welcomed the Committee Members and Observers to the virtual meeting and thanked the staff for their assistance. He thanked V-P Gary Jobson for his support, President Kim Andersen, Vice Chairman Matt Allen, all working party members, and all the committee members. He welcomed CEO David Graham to our community of offshore sailing.

David Graham thanked the Chairman and Vice-Chairman and all the committee members for the dedicated volunteer work.

(b) Apologies for absence

There were no apologies for absence.
(c) Declaration of Conflicts of Interest

The Chairman suggested that committee members give an update only regarding any changes to their declared conflicts of interest. He notified that he had two new paid roles as potential conflicts of interest: Americas Cup Rules Committee, Board Member of KVH, a publicly held maritime communications and navigation company. He continues as an offshore racing navigator. It is not a paid role, but Stan also co-founded the Offshore Doubles organisation and serves as treasurer.

Matt Allen declared his only new conflict was involvement with the Offshore Doubles Association.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes were noted of the Oceanic and Offshore Committee meeting of 31 October 2019.

(b) Minutes Matters Arising

2019 Minutes 4(b) Navigation Lights – IMO. It was noted that a letter was sent to the IMO, no response on record. The Navigation Lights Working Party wrote a substantial report on Navigation Lights led by Admiral Oxenbould from Australia which was sent to the IMO with a letter. Stuart Carruthers will update us on that project within the IMO (Item 15.)

2019-Minutes 7(a) World Sailing Offshore Worlds L30 One Design - Malta October 2020 – It was noted the event was cancelled.

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

3. Chairman’s Report

Stan Honey’s report submitted to Council on the Committee’s activity during the year was noted. He highlighted:

(a) Universal Measurement System (UMS) is a project that has been underway over a decade. The project was started by Mike Urwin of IRC. The objective is to allow boats to be measured once anywhere in the world and enable the owner to take that boat anywhere in the world and get certificates generated for whatever the rating system of choice is. Jason Smithwick and Zoran Grubisa will update us.

(b) Keel Improvement Working Party. Keeping keels attached has been one of my major objectives of my six years as Chairman. We have made progress. We will hear from Will Apold in the report from Special Regulations and we will receive a progress report from the Working Party led by Jason Smithwick. The objective is to have ISO improve the scantling standard.

(c) Offshore Special Regulations Sub-committee, Will Apold and his OSR sub-committee have done a great job. Just recently we heard from a sailor who credited the work of that committee and its prior committees with saving his life. Stan thanked all the Committee members past and present.

(d) Mixed Doubles Olympic event, we will spend quite a bit of time on that today. That is an extraordinary impact that our committee is in the process of making in our sport.

(e) Stan reported that he will be stepping down after this session and he was proud to look back over the last six years over which we have accomplished most of what he had hoped.
4. Working Parties

(a) Keel Improvements

A statement of work by the working party Chairman, Jason Smithwick was noted together with an exchange of letters with ISO TC188.

Jason Smithwick explained that ISO 12215-Part 9 relating to keel structures is invoked by the World Sailing Plan Review scheme. Within the standard there is a fatigue requirement that is 15% of that used for ship fatigue assessment.

The Working Party had as an objective to assess if some changes are needed to the fatigue requirement that could improve the strength and lifetime of a keel attachment and therefore the safety. The WP members included Jason Smithwick, Hasso Hoffmeister (DNVGL), Stan Honey, Will Apold, Stuart Carruthers, James Dadd, and Simon Forbes. Jason thanked them for their contributions so far.

The specific tasks were to:

- consider the effect on yacht structures of increasing the fatigue criteria. A small number of worked examples would establish if there is any risk in doing so in respect of the yachts structural areas e.g. pushing designers to save weight elsewhere.
- establish the position of classes who would normally try to comply with OSR Category 2 and the requirements within ISO 12215 such as TP52 and Maxi 72 and if so, how would they handle this change.
- establish the current ISO work program for TC/188.

Hasso Hoffmeister (DNVGL) has been very helpful in producing detailed information and technical papers in response to questions set by the working party. Specifically, Hasso was helpful in assessing the likely effect on the changes to the fatigue requirements. He thanked Stuart Carruthers who is a representative on the ISO TC/188 Working Groups in establishing their workflow.

The work undertaken by Hasso has identified that 50 % of the yachts under the Plan Review Scheme have hollow fabricated keels so there is quite a degree of welding. As a result, it is prudent to introduce welding standards into the Plan Review Scheme. Under the Parts of 12215 there a section on best practice for welding and there is also another generic ISO welding standard for use in the industry.

The work also identified that a 25% reduction in stress, i.e. increasing material at the keel attachment or increasing weld quality would increase the life of a keel by a factor of around 2. This is quite substantial for the nominal increase in material around the keel attachment. On this basis of the work produced by Hasso it was determined that World Sailing should write to the Chairman of ISO TC/188 to see if we could open a revision to the standard. It was identified that the standard was not within a revision cycle and so there should be a specific request to do this.

A letter was written to ISO TC 188 in August on this basis detailing World Sailing’s concerns and proposed remedies. WS received a reply at the end of September from Thomas Markhevo, the Chairman, that 12215 does not apply to racing yachts and therefore the request was not valid. In addition, he stated that designers were strongly cautioned against attempting to design high-performance racing craft such that nearly all structural components only just comply.

This shows a clear misunderstanding of World Sailing’s application of 12215 and the many cruising yachts that fall under our requirements and the Recreational Craft Directive that are also used for racing. Also misunderstood was the principle that any...
standard, whilst it may be a minimum standard, should provide a degree of acceptable safety when used in a racing environment. The TC/188 Chairman went on to suggest the creation of an Annex by World Sailing. That leads us onto two days ago when we had the Special Regulations Sub-committee where this was discussed. There was strong advice that World Sailing's role is not to create industrial standards. This should be purely an industry-based requirement. We do not want to have two separate and confusing standards for recreational use and racing use. We would like to mitigate the risk of creating our own standard within World Sailing.

Subsequent to that response and after speaking to Stuart Carruthers it appears that there is a new Chairman of TC 188 and that it would be appropriate to renew our request and point out the obvious misunderstanding. Jason recommended that as the next action of the Working Party.

Stan Honey summarized that it would be a tragedy if we went down the route of having dedicated OSR scantling specs creating a rift between recreational cruising boats and racing boats. He felt it was essential going forward that people be able to buy a recreational sailboat and race it. We all hope that future work by the Keel Improvement Working Party can be phrased in such a way that ISO is willing to address it.

Jason Smithwick and the Working Party were thanked for their efforts so far.

(b) Universal Measurement System (UMS)

A report was received from Jason Smithwick, Director of the IRC Rating System and Zoran Grubisa Chief Measurer of the ORC Rating System.

They work regularly throughout the year. This year they mandated a standard for spinnaker pole length. IRC have introduced its own spinnaker pole length which had previously been the maximum of pole and bowsprit. We can both capture that information to be used within our respective rating systems to produce a rateable certificate. More recently Zoran, Jason and the ORC Programmer have been looking at further ways of having digital exchange of their information between the two respective rating programs. They continue to update a comparison table between the two systems.

Their work continues, it was halted a bit because their joint world championship was cancelled due to the pandemic. The championship would have progressed this project further. We hope the next joint Worlds will be in 2022.

5. Reports from Rating Systems

Reports were received from the International / Recognized Rating Systems:

(a) ORC International and ORC Club

A written report was received, and Bruno Finzi highlighted that despite reduced racing activity due to Covid, Rating Certificates were issued for boats in 45 countries. From the data at the beginning of October there was a 30% reduction in the number of certificates compared with 2019. Regarding Double-Handed Rating Certificates, 2500 certificate in 23 countries were issued, which shows increasing interest.

The joint ORC/IRC Worlds in Newport were cancelled. The ORC Europeans in Capri/Naples was postponed to 2021. The 2021 ORC Worlds will be held in Tallinn (EST) in August. The 2021 ORC Sportsboat Championship will be held in Istanbul, Turkey where it had been planned for 2020.

Some ORC National Championships were held. The ORC staff continued research and development and expanded the features available through the ORC Sailors Services website system. The www.orc.org website received 9000 unique accesses per month,
a new Race Management Guide was published, and new ORC Scorer software was made available for free.

(b) IRC Rating Rule

A written report was received from the RORC Rating Office and presented by Jason Smithwick, Director of Rating.

Jason Smithwick highlighted that the coronavirus had affected the number of events and the number of rating certificates issued. IRC Certificates are used in around 44 countries and IRC also have seen a 30% reduction over the year. There was a larger uptake in the latter part of the year. IRC continues to be used as the principal rating system for a long list of offshore classic events, many of which were cancelled but there was nevertheless a lot of local racing in 2020. RORC and UNCL held a series of coastal day races often with reduced crew requirements. There was an increase in double-handed racing this year. Unlike ORC, you can race shorthanded with your standard IRC rating certificate, as there is no change in rating formulation for the reduced crew. He cannot quote exact numbers racing double-handed under IRC.

The IRC European Championships, due to be in Cork (Ireland) was cancelled. The Maxi Rolex Cup was cancelled at short notice although a reduced crew number benefit had been developed.

He looked forward to 2021 with the IRC European Championships in Hyères, France in June just after the Giraglia Rolex Cup. The Rolex Fastnet Race starts 8 August from Cowes with a new finish destination of Cherbourg.

The IRC Congress was held recently where we approved changes for next year and we have been looking at developing a new flying headsails formulation and changes regarding whisker poles and spinnaker poles in our rating system.

(c) ORC - IRC Combined World Championship 2020 – Joint Scoring

Jason Smithwick reported on the joint scoring approach ORC and IRC had developed for use in the 2020 World Championship. (The event was subsequently cancelled.)

The Scoring system used at the ORC/IRC Worlds in 2018 at The Hague was such that you received for each race an IRC place and an ORC place; those two positions were added to provide a final score. That produced some interesting results in that while the time differences due to corrected time were very close, the scores can look quite different. We moved to develop a better system for Newport 2020. We took a corrected time delta from the winning boat. We took this delta under IRC and under ORC and added them together to get a final corrected time and that would clearly show how close the corrected times were.

We did some tests with the Hague 2018 results and it seemed to work appropriately.

Stan Honey said that over the last decade he had been trying to encourage ORC and IRC to work together and he found it encouraging that they have been working together productively on UMS and combined scoring. He thanked both for their crucial contributions as co-founding organisations of the Offshore Doubles Association and in promoting this part of the sport.

6. 2024 Olympic Sailing Competition

Mixed Two Person Keelboat Offshore

The Chairman noted that most sailors were now calling the 2024 Mixed Two Person Keelboat Offshore event: ‘Offshore Mixed Doubles’. That terminology is more modern,
similar to other sports, and so is more understandable to non-sailors. We believe that the
sport of racing in small keel boats, like the boats that meet the criteria, represents 75% of
sailing. This Olympic Event will uniquely represent most of the sailors in the world. We
further believe that this is the fastest growing discipline in all of sailing.

The event is criticised as being expensive because it is in ‘big boats’. It is interesting that
when you look at it closely it can be an inexpensive event to the competitor and to hold. The
fleet will be supplied by a manufacturer at no cost to World Sailing and that fleet has long
lasting value. We know that boats like this have lifetimes measured in decades. The fleet
that is used in the Olympics may well be worth more after the Olympics.

Security is sometimes criticised as an expensive element, but the French Navy has
confirmed that it would be no problem for them to look after 18 yachts. From the standpoint
of running the event there is one start and one finish, which can use existing officials and
race-management powerboats.

The Offshore Doubles Event has very broad appeal to the media with its unique
characteristic of having 24 hour a day audio and video continuous coverage from on board
every boat at internet quality. Stan Honey said he had spent many decades in sports
television, in that career he had worked with some of the best sport producers who have
ever lived. One of them, David Hill, is generally regarded as the father of modern sports
broadcast. He knows that Stan is a sailor and they have argued for years about why is it that
sailing has not been able to get widespread coverage in the media. David pointed out that
the stories that come from the media about small boat races are esoteric stories that are only
of interest to sailors. A few months ago Stan described this new Olympic Event to David.

David sent Stan an email back saying that the Offshore Mixed Doubles Event would be
extraordinary and that this was an event that David would love to be involved with. It would
be an event that would be of great media interest to everybody, because the story is not
about sailing. The story is about human response to extreme challenges, challenges both
competitively and also endurance. Races that are 48-72 hours, are the most difficult
difficulty. You cannot sprint or you will fail before the finish, but it is also not the best
solution to use a normal watch system. It is a stressful challenge to finish the race with just
enough energy left to deal with an unexpected problem. David said the media from the
Offshore event would, in his view, be one of the most interesting and valuable elements of
media content from the entire Summer Olympic Games.

This will be the longest endurance event in the Olympics. That is something that does not
surprise us in the oceanic and offshore racing community, but we tend to overlook the fact
that our sport is incredibly long endurance compared to all other Olympic sports. Stan’s own
non-stop record voyage round the world was 48 days and Volvo Ocean Race legs can be
over 20 days. Long endurance is a unique characteristic of offshore sailing that we can bring
to the public in an event like this.

Sailing routinely gets criticised for complicated scoring, trying to figure out how the winner of
the last race affects the winner of the Gold etc. You could not have a simpler scoring system
for this new event. One race for the Gold. The first boat back into the harbour wins the Gold.
All the jury and umpiring issues will be sorted out on the water.

Those are the reasons we are supporting this event which are worthwhile to review.

(a) Submission 030-20

i) Submission 030-20 was noted regarding Regulation 23.1.9, Equipment Criteria
and Equipment Selection Procedure. [Submission from Chairmen of Equipment
Committee and Oceanic and Offshore Committee.]

Dina Kowalyshyn, Chairman of the Equipment Committee summarised that there
are three proposals covered in this submission:
- The criteria for the selection of the two person offshore keelboat to be used at the Olympic Event
- Equipment selection process and event expectations which will be part of the evaluation process
- Some relief from these requirements for the hosts of qualifying events

Proposal 1 shows the criteria developed by the working party. We engaged with the industry, and published a request for information. Twelve manufacturers responded and commented. We then had a conference call with them to get the more information and explain the Olympic process to them. One-on-one meetings were held to further solidify the criteria before the submission deadline.

Proposal 1, point 2, the hull length has been amended by the Equipment Committee on a proposal by Stan Honey, that the lower limit be reduced from 7 metres to 6.5m. This was in order to include boats from the Class Mini. We request that this amendment also be supported by Oceanic and Offshore Committee.

On a proposal by Matt Allen, seconded by Jose Frers, there was a vote of 13 in favour and 1 against to approve the length amendment from 7m to 6.5m

Stacey Clark commented on Proposal 3, which says “The Board may approve applications from event organisers for the use of the equipment or exemption from the criteria”. He felt that applies to some but not all of the criteria. We would want it to be in a monohull one design sloop, we want it to be no foils. He did not think we needed to change the submission, but in the guidance to The Board there should be some clarification on which criteria may be flexible. The Chairman responded that the intention had been not to pre-judge the flexibility needed. We did not want to preclude the use of a Rating System at this moment. Stacey Clark felt that the use of a Rating system would not help the concept on the affordability issue. The Chairman felt that the potential of using Rating Systems could be argued both ways regarding cost and we need to kick this topic down the road into the working party.

As an observer, Rodion Luka, commented on rig adjustments for an equalised fleet. To make the shroud tension exactly the same, keeping exactly the same rake and most importantly keeping exactly the same pre-bend is almost impossible. At the Olympic Games you will never be able to make the shape of your mast identical, even if you have the same rig tension the shape of the mast can be different because of the length or angle of the spreaders. He thought it would be better to let people adjust the rig tension within limits.

On the criteria 8b, ‘jib with hanks’. Rodion felt sailors will be dropping their jibs sailing downwind. The sailors who charter the boat don’t care about the sails, so at events that use this kind of jib, they will get quickly worn out. Furling jibs should permitted as they last five times longer and it will reduce costs for the fleet owners.

Rodion also proposed to add that it could be open to any manufacturer. Everybody should be able to build this boat, and then you can make a tender as to who can provide those boats.

Stan Honey agreed with Rodion’s first point. It is a very challenging problem to equalise the boats to have the mast bend exactly the same. We have been discussing that with potential sailmakers, about where to draw the line. What things can be locked off, what should be adjustable, because it would be a challenge to have band bend be absolutely equalised given the number of very sensitive settings that influence it.
Dina replied on the question who can build the boat. Even though we do not have the anti-trust issue at this moment, would whatever boat that is selected be able to be openly manufactured by anyone who wants to build the boat? We can discuss it as a working party.

Wolfgang Schaefer noted that in the Farr 40 class all the issues of rig tuning on the water had been studied. It would good to consult the Farr 40 Class Rules as they have become sophisticated.

On a proposal by Stacey Clark, seconded by Matt Allen, there was a vote of 13 in favour and 1 absentee to approve the submission as amended.

*Opinion: Approve with the following amendment*

*Proposal 1, Point 2 Hull length 6.5 to 11 meters*

*Council Decision: Council approved the submission with the following amendment:*

Proposal 1 amended to read as follows:

2. Hull Length 6.5 to 11 meters

(b) Equipment Working Party

The Chairman gave an update on the trends in the equipment working party discussions:

- No boat modifications, rig adjustments, added, moved or removed fittings
- Boats to have basic instruments, knot meter, magnetic heading, depth, wind. Wind data is desirable for media purposes. No modifications, interfacing or calibrations
- Boat to have GPS chart plotter with AIS display, active AIS transponder, all boats visible to one another on AIS
- Weather data VHF voice only (including translations available), no internet access, grib files or other weather data. RRS 41 compliant.
- Boat to have magnetic course-only autopilot, no modifications, calibrations or interfaces

The above are not final decisions.

(c) Event Working Party

The Chairman gave an update on the trends in the event working party discussions:

- The name of the event is Offshore Mixed Doubles
- Course length/duration
  - 4 day – 3 night (e.g. 72 hours) or
  - 3 day – 2 night (e.g. 48 hours)
  
  The future legs of the course need to be flexible so that the race management can arrange for the finish to happen on time.
- Boats to be drawn by lot, a week prior to the event
- No redress for breakdowns, teams inspect their boat and look after them
- Live umpiring to the first mark, and from the last mark to finish line
- On-the-water radio or text-based jury hearings between umpired zones
- On-the-water jury-imposed penalties likely to be required-distance-lost to nearby boats, authenticated by tracker. Penalty paid promptly.
- Simple scoring, one race for Gold, no over-hanging penalties at finish
- Finish possibly at harbour entrance

The above are not final decisions.

Gary Jobson questioned the cost of the tracking and umpiring, does that come out of the Olympic Broadcast Service or the Olympic Regatta? Stan Honey replied that he was not sure. He was sure having built these systems for decades, is that the cost now is lower than it has ever been. All you really need to have on the boat to accomplish almost everything that we have discussed is a smartphone. This is much the way that Dawn Riley has done it in her recent event with a regatta-supplied smartphone which serves the purpose of two-way telemetry, GPS, as well as the camera, continuous video as well as interviews during the race. The cost is not huge the way it has been for Americas Cup’s in the past, but I don’t know the answer as to who bears which cost. If we had to, we could use the AIS tracking, but we would prefer to use tracking that had a higher resolution or even AIS-Class A. Alastair Fox pointed out that the tracking would be the responsibility of Omega.

Bruno Finzi questioned smartphone use, if the race is offshore for 72 hours would it be the organiser’s problem to monitor and police? Because as you said you can do everything with a smartphone. How to police and monitor the smartphone in terms of weather routing, communication etc. It is one thing to say the internet is banned, another thing is to say there are smartphones on board.

Stan Honey felt that was a philosophical question. It is a question that faces all offshore racing. We are a self-policing sport. We can inspect the equipment that each crew brings on board, we could scan for transmissions. This is a question we should raise in the working group, but I do not want to take the approach that we allow everything that we cannot inspect for, as that sends our sport down a slippery slope. The cell phone coverage in that part of the south of France is extraordinary. So it is likely that the entire race will be within cell phone coverage.

Christophe Gaumont highlighted that some solutions exist to control the internet access. If the organisers provide a cell phone, the sim card with the phone numbers and mail address for the race can be sealed in. Maybe for the Olympics the support or security boat can repeat on the VHF radio the weather forecast if needed.


(a) Stan Honey noted that we are proposing a discipline-based event, where the discipline is offshore double-handed sailing. The equipment itself would get chosen by the tender process described in Item 6. The submission says the equipment would be selected not later than the end of 2023, but as a practical matter the decision would have to be made quite a bit earlier than that. The event is associated with the discipline of double-handed offshore sailing. It is not assigned to any particular class. The problem that gives us within World Sailing is that we don’t really have a class representative to represent this discipline within the class structure of World Sailing, such as in the Olympic Classes Sub-committee. Partly to address that we triggered the creation of the Offshore Doubles Association and Larry Rosenfeld agreed to take this on.
(b) A progress report was received from Larry Rosenfeld, Executive Director of OffshoreDoubles Association.

The mission is: ‘to strengthen the community of sailors, events and classes who are already making double-handed offshore sailing the fastest growing segment of our sport.’

15 days after launching ‘OffshoreDoubles.org’ there were 1300 members from 60 MNAs, on 6 continents including 170 women. We are particularly interested in focusing on women in the sport, mixed doubles being a gender equal event it is important to attract as as many qualified women to the membership.

We are going to have a lot of one design and handicap racing in the Offshore Doubles discipline. He saw the task as supporting the whole spectrum of double-handing, whether it is the Olympic Event as the pinnacle event but also all of the grass roots events around the world. Now we have about 35 events on the site and people are adding more events every day. I also expect the boat classes to grow. We have been in discussions with RORC and the ORC and they have both been tremendous help to us in this launch. Both have agreed to become founding partners of the Offshore Doubles. Bruno Finzi is going to join us on the Board of Advisors and we would be happy to have somebody from RORC.

Our focus is going to shift from growing the membership to adding value to the sailors, events and boat classes. To figure out ways we can help everybody achieve their goals. If we can help learning between local, regional and national fleets to make a world-wide effort that is our major goal. Larry thanked everyone who had helped so far in getting this off the ground and hopes we can make it something worthy of the sport.

Stan thanked Larry Rosenfeld for taking this project on.

(c) Submission 024-20 – Regulation 6.7.4 – Olympic Classes Sub-committee

Submission 024-20 was noted regarding Regulation 6.7.4, Composition of the Olympic Classes Sub-Committee

The situation that Offshore Doubles was set up to address is not just support of the growth of the discipline, but also to provide the missing piece for our discipline within World Sailing. We don’t have a class, because we are not a class-structured event. We are not going to pick one boat that is used indefinitely. Instead we are a discipline and we will probably have different boats in each Olympic cycle. But we need to have a representative on the Olympic Classes Sub-committee. That committee has pointed out that it does not make sense to have one committee be a member of another committee. We really need an organisation like the Offshore Doubles to be essentially the “class” representative for this emerging discipline.

Paddy Boyd suggested that we should look at a new submission to present a more elegant solution. The Chairman thought it was important that we have something in writing to Council now that represents the opinion of our committee as to how the discipline should be represented.

It was noted that the Equipment Committee’s comment on this submission was “ The Equipment Committee proposes that until a class is selected for the mixed-two person offshore keel boat event, the Olympic Classes sub-committee includes a member appointed by the Oceanic and Offshore Committee.”

Jaime Navarro noted that the current members of the Olympic Classes Sub-committee, are still the ones of this quad and that the new members don’t come into effect until after the Tokyo Olympics. Obviously there are conversations already that affect Paris
2024. Informally representatives of the new Olympic classes have been invited and it is obviously beneficial if someone is there from the offshore side. It would be beneficial if this committee could agree informally who that person should be until that is formally solved via submissions. Alastair Fox strongly recommended that if the Committee is comfortable with it, that you approve this submission with an amendment to say that there should be someone appointed by Oceanic and Offshore Committee or from Offshore Doubles join the Olympic Classes Sub-committee. He highlighted that in quad leading up to 2012 Liz Bayliss from WIMRA did a very similar job representing Womens Match Racing when again we had a discipline rather than a class association.

There was a unanimous vote to support submission 024-20 with the following comment:

*Opinion: Approve with the following amendment*

The Oceanic and Offshore Committee proposes that the Olympic Classes Sub-Committee includes a member appointed by the Oceanic and Offshore Committee to represent the Mixed Two Persons Offshore Keelboat event/class/discipline.

**Council Decision:** Council approved the submission with the following amendment:

6.7.4.5 Committee members shall only discuss and vote on matters that relate to the Olympic Games of which the class they represent are part of.

[The Oceanic and Offshore Committee Opinion was withdrawn following debate at the Council meeting]

(d) Recognition of Offshore Doubles

The Chairman called for a vote on a recommendation clarifying that we believe our partnership with Offshore Doubles would make sense to support the discipline. There was a unanimous vote to approve the recommendation to Council.

Recommendation to Council:

*That World Sailing recognize a partnership between World Sailing and the Offshore Doubles Association to promote the Olympic Mixed Offshore Doubles Event and more broadly, the discipline of doublehanded offshore racing.*

**Council Decision:**

World Sailing recognizes a partnership between World Sailing and the Offshore Doubles Association to promote the Olympic Mixed Offshore Doubles Event and more broadly, the discipline of doublehanded offshore racing.

8. Offshore World Championships (OWC)

(a) World Sailing Offshore World Championship – L30 One Design – 2021

Alastair Fox, Director of Events summarised that:

Due to the COVID-19 pandemic World Sailing and the Royal Malta Yacht Club agreed to cancel the 2020 Offshore Worlds. The RMYC ran a successful Rolex Middle Sea Race but it made sense given the international travel required to cancel the Offshore Worlds in May 2020.

As a result of the pandemic, it was not possible for there to be 20 L30 yachts supplied for the 2020 Offshore Worlds so different formats were being reviewed prior to the cancellation.
Entries for the 2020 Offshore Worlds were strong: AUS, AUT, BEL, CZE, ESP, FIN, FRA, GBR, GER, IRL, ITA, JPN, MLT, MON, NED, NZL, RUS, SUI, SWE, USA and there was a good waiting list: BRA, DEN, HUN, LAT, NOR, SLO, TUR, URU.

Course options: in discussion with RMYC, we were aware that practicalities might mean we might not be able to run the complete 600-mile Middle Sea Race course. So depending on weather conditions we could keep the fleet safe but also started and finished when we wanted.

L30 will supply 20 (+ 1 spare) boats for the Offshore World Championships. The Agreement term is 2019-2025 with a break clause in 2021, thereafter 6-month’s notice to terminate the agreement. L30 will establish a series of training bases through 2020 and 2021 and beyond to allow MNAs to charter the boats in order to train their sailors. The L30 has run a series of successful events in 2020 – including The EUROSAF Mixed Offshore European Championship

Live broadcast not proposed, Live tracking and analytics (SAP) Digital and social content + 26-minute show

WS will seek to work in partnership with Rolex production partner (IMG) to utilize broadcast production assets and team + photographer. Focus on: Race start, Race finish, Rounding points, Prize giving.

OWC fleet will have a media mothership / safety boat that follows the fleet and enables on the water footage to be captured by drones Go-Pros on-board each boat WS /
Virtual Regatta eSailing competition to run for RMSR and OWC.

(b) 2021 Offshore Worlds – Next Steps

Alastair Fox reported that the plans for 2021 are not finalised.

Review the Offshore Worlds / format with the Offshore Doubles Association in November

Review of the number of L30 yachts available for the 2021 Offshore Worlds

Discussions with venues – Malta would be ideal given the existing relationship with the Royal Malta Yacht Club

Confirm the dates and venue by December 2020

Publish the qualification system by December 2020 including the possibility of continental qualification

The Chairman felt the notion of Offshore Doubles Association participating in the organisation of future Worlds is one of the advantages of the new organization. In the coming Worlds the L30 will be used, but in the long run the actual equipment(boat) may change so having an organisation involved that can participate even if the hardware changes would be advantageous. If Offshore Doubles took on organising those events he felt confident it would take advantage of its founding partners the ORC and IRC who are highly experienced at running major international events. A terrific partnership of ORC, IRC and Offshore Doubles could be to put on the Offshore Worlds for the future.

Paddy Boyd questioned what is the sequence of the events regarding the Offshore Worlds contract, is it every year or two? Alastair Fox confirmed it is an annual event. Paddy asked what is the input from Oceanic and Offshore Committee into the organisation and the oversight? Alastair Fox replied that as we discussed last year, the plans that had been developed to date were effectively done outside of your community. Given everything that has gone on this year we have not really had a
chance to focus a lot on 2021. We need to engage with Offshore Doubles and also the Oceanic and Offshore Committee as we are finalising plans for 2021. Nothing is set.

Paddy Boyd asked if this event is annual, what is going to happen in 2023 with the Hague hosting the World Championships? Alastair replied that in 2023 the expectation is that the Offshore Worlds will be combined with the Sailing World Championship so it will be part of the ten Olympic Classes World Championship in The Hague. Paddy Boyd asked so will the contract with L30 cover that event?

Alastair Fox said we can continue with the L30 but there is a break clause at the end of 2021. Depending on how the equipment discussions go, how manufacturers respond to tenders ultimately for Paris 2024, it could also be the L-30, there is nothing binding at the moment for The Hague.

Stan Honey noted that the qualification approaches are still in flux. The qualification approach which is currently being considered for the Offshore Olympic 2024 Event would be, assuming 18 slots, 9 nations qualify at The Hague. At The Hague we could run multiple heats because our final race is a three-day race. There is time to run multiple heats beforehand. Every country is welcome to enter a team, as many heats are run as needed to select the top nations for the Final. From the Final race the top 9 nations would qualify for the Olympics. The remaining nine nations would be selected, as one for France the host nation, 2 nations qualify from a last chance qualification regatta in France prior to the Olympics and six from the six continental qualifiers.

The six continental qualifiers held after The Hague, would have:
- Relaxed criteria for equipment, allowing continents to use rating systems if they choose
- Continents could choose to fly sailors to a fleet of boats elsewhere to run their qualifier
- Countries that have qualified at The Hague would not participate

9. Application for World Sailing Class Status

(a) L-30 One Design

i) The application was noted from the L-30 One Design class regarding World Sailing Class status and the Committee considered a recommendation to Council.

ii) The L-30 One Design Class Rules and constitution were noted

iii) The L-30 One Design Worldwide Distribution List was noted.

The distribution list submitted showed 26 boats, with no MNA with more than 5 boats so currently these do not meet the required distribution numbers specified for this length of boat. The Class has applied for an exemption to this regulation under the ‘unique’ clause meaning that classes that fulfil a unique need within in sailing can be given an exemption to the distribution.

The Equipment Committee voted to reject the application based on the fact that the class did not meet the distribution requirements and that the Equipment Committee was not convinced that the L-30 class did in fact fulfil a unique need. As the Equipment Committee voted to reject, strictly speaking the Chairman believed the application is dead but the Chairman wished the committee to vote on it anyway because we are one of the reporting committees. For an offshore class to be approved, it requires approval both form the Equipment Committee and the Oceanic and Offshore Committee.
On behalf of the L30 Class, Rodion Luka said he applied, because World Sailing announced a bid for the double-handed Offshore World Championship in 2018 and at that time nobody knew that this would go to the Olympic Games. The bid asked for a contract to supply boats for 5 years from 2020 to 2024. The L30 was quite new and not many other classes wanted to apply. He spent six months to discuss the agreement with World Sailing, by that time in October 2018 the Committee choose the L30 and they announce it.

Then this discipline came out as an Olympic discipline. Then we spent another 3 months to discuss, it was really difficult to get a fleet of 20 boats for the event, we were searching investors and then at some stage that we are not going to be until 2024 because it is already an Olympic discipline and especially at the beginning of this year when the Worlds were cancelled and everybody said what are we going to do with that fleet. We had 12 boats in the charter fleet, which is a lot of cost in maintenance. We get some requests from potential owners, but we could not sell the boats because we were trying to keep them together for charter for the Worlds.

We believe we gave a lot of support for this discipline and we sold some boats to owners who agreed to give their boats back for charter for the Worlds and Europeans.

We are nearly there, if you look at the amount of the boats in the countries but if you look for example in Germany we have six boats, in Hungary we have 6 boats but one is from Ukraine but he joined the Hungarian Association, We have two boats in Korea. We nearly get all criteria for the International Class Status and because we are helping promote this discipline, I want to ask the Offshore Doubles Association to help us, otherwise we will not survive.

People can use our boats for inshore races and for offshore shore races shorthanded. It is easy to deliver this boat on a continent, or in a 40ft shipping container. It is also a reason of logistics and we can easily bring this all around the world. So it will really give a little bit of push and we will really be ready for 2021, I hope the Worlds will be around October and we will be ready with a good amount of boats. As a strict one design the unique aspect is that even if the boat owner brings his boat to an event it does not mean they are going to sail their own boat.

Stan Honey on behalf of the committee said he was grateful for the work Rodion had put in to support this discipline and that when the class does meet the distribution requirements, he thought the committee would approve.

On a vote, the application from the L30 for class status under the exemption associated with 'unique' was unanimously rejected.

**Recommendation to Council: Reject**

**Comments:** The application does not meet the global distribution requirements. The Committee does not consider the class to serve a unique aspect of sailing to recommend waiving this requirement. The Committee will consider again the application once it meets the minimum global requirements.

**Council Decision: Application Rejected**
10. **Offshore Special Regulations**

   In accordance with World Sailing Regulation 6.9.6(d) the 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 were noted of the Offshore Special Regulations Sub-committee. The Chairman Will Apold reported that the sub-committee had been working to keep sailors safe over the four-year quad. He wished to thank his committee for being very diligent and working hard. Everybody in the committee has participated which is quite unusual. He thinks the Special Regulations are in quite good shape, as shown by the submissions, none of them are about safety.

   (b) Will Apold noted that in July we did change the effective date of OSR 3.02 regarding Structural Inspection of keel and rudder and moved that date to 1 January 2022. We received input from the Medical Commission, and we decided that what they sent us was quite complicated, so we have set up a working party. We will try to liaise with the Medical Commission to come up with an improved version which we could include in the OSR. Personal protective equipment, the group decided we would not look at including that in the OSR. That would be more involved with the Equipment Committee.

   (c) Recommendations were received from the Offshore Special Regulations Sub-committee on ‘SR’ submissions. Will Apold highlighted that there was a submission that was defeated, this was SR01-20 which was to remove the word ‘Offshore’ from the title of the book. This was defeated as the consensus is that we are really an offshore-focussed group, even though there are components of the book that deal with inshore racing.

      Submissions recommended for approval as submitted:

      SR-02 to align OSR 1.02 Responsibility of the Person in Charge, with the RRS 2021-2024 renumbering.

      SR-03 OSR 4.26.2 a) Heavy Weather Sail – to delete abbreviation: ‘IG’

      On a proposal by Will Apold, seconded by Matt Allen, the two submissions as approved by Special Regulations Sub-committee were unanimously approved to be effective 1 January 2021.

   (d) In terms of the value of OSR, Will Apold highlighted a message passed on by Christophe Gaumont from a sailor airlifted off a swamped yacht:

      “Thanks to the equipment inspectors who can be a little picky at the pre-start inspections, for bad boys sometimes a little unruly like me…

      Once again, it is thanks to the survival courses, the safety briefings, the equipment imposed on board by the OSR, controlled at each race start, to the MRCC Gris-Nez which received and transmitted our distress call and the MRCC of Punta Delgada, that we were safely recovered.

      So a big thank you to all these players who have been around for years, often in the shadows, allowing us to start races, with all the elements to prepare our boats for our safety.

      Without them, I would not be here to tell my story.”

      Louis Duc, Skipper Class40 150 Pinocchio

   (e) Will Apold concluded by saying this was his last World Sailing meeting, he thanked everybody who had given him their support over the years. Stan Honey thanked Will
and his committee on behalf of the sport of offshore racing and further thanked all the prior OSR committees.

11. **World Sailing Sailor Categorization Code**

   A report was received from Tom Rinda, Chairman of the Sailor Categorization Commission. We had a couple of surprises this year not the least of which was the virus which dramatically affected many of our events around the world.

   The double-whammy came when we were told by the furloughed staff that World Sailing intended to shut down our on-line application and almost semi-automatic classification process at the end of April. I beseechèd them to have a little mercy on the sailors around the World. We were given a month’s grace and it actually occurred in mid-June. During that period we immediately went to work with the skeleton staff, some were only in one day a week. We have come up with an online application document that is filled out and submitted by email to the staff. The staff being Bunmi and Pedro under Alastair’s guidance and we have been able to classify almost everybody to my knowledge that has desired to renew or have an initial classification.

   Due to the great attenuation of our sailing sport we were not overwhelmed by events like the Bermuda Race which would have been right in the middle of that period and would have been an untenable position.

   We have been limping along, I do have a ‘back door’ access to the old database which pretty much works with a little bit of massaging IT-wise. With my password I can get on and look at whatever documents have hung up in the system.

   There is a new IT procedure that is going to commence I believe at the beginning of 2021 and I have no idea of the timetable for it to be finished.

   My intention was to step down as Chairman of Categorization Commission and handover to a successor. I believe in a spirit of goodwill and continuity that I will do that in 2021, but I would like to stay, at the pleasure of our President and in-coming Board, until after they have had a chance to discuss this and see the new IT work up and running with all the input that we need to run successfully. Thank you all for your support during this very difficult year.

   Stan Honey thanked Tom for his perseverance through the resource struggle. We had another resource struggle that Will did not dwell on but it is the provision of the safety training material. Offshore sailing is suffering through the limited resources in a variety of areas.

12. **Equipment Cheating**

   Following on from the items discussed at the last meeting under Item 14(b). The Chairman advised he had no comment.

   Vice-President Gary Jobson reported that World Sailing received a report that there may have been some cheating with a boat several years ago and an investigation has been launched. It is unclear, but it sounds like the timing for it has long passed. There will be discussions about it and we will learn more in the future when we have more information.

13. **Oceanic Concordat**

   The minutes were noted of the meeting of World Sailing Major Oceanic Event Organisers held in Paris on 12 December 2019. Christophe Gaumont is the Chairman of the Major Oceanic Event Organisers meetings.

   Christophe recalled that 1 year ago he had reported we are in a rich period with a lot of organisers and a lot of events and he was wondering if the Major Ocean Event Organisers
meeting was useful. So then we held the meeting in December and every organiser recognised that it was useful to discuss together so the decision was made to keep on going with the meetings.

Now the situation has changed because of the pandemic and all the postponements and cancellations. So now there is a plan to organise a video conference meeting in the second week of December 2020.

The Chairman thanked Christophe for his efforts.

14. **World Sailing Speed Record Council**

The World Sailing Speed Record Council (WSSRC) annual report from Chairman Claude Breton was received.

Stan Honey presented the report as Vice Chairman of the Council. There was very little activity in the middle of the year because of the virus. There was a bit of activity on either side of the shutdown. ‘Idec’ set a new solo Lorient (France) to Mauritius record in 19 days.

The WSSRC did the timing associated with Bill Hatfield (AUS) completing a solo Round the World Westabout voyage. Bill set the Guinness World Record for the oldest to have sailed around the World at the age of 79.

Francis Joyon and crew on ‘Idec’ also set a new Hong Kong-London record in 31 days 23 hours.

Two Class 40s recently set Round Britain and Ireland records skippered by Ian Lipinski and Simon Koster.

In the 500 metre and the Nautical Mile records, there were two sessions of records one in Luderitz (Namibia) were seven national records were set and the other in La Palme (France) where two world records for the nautical mile were set: Antoine Albeau(FRA) on a windsurfer at 43 knots and Sylvain Hoceini (FRA) with a kitesail at 39 knots.

15. **International Regulations Commission**

Stuart Carruthers, Chairman of the International Regulations Commission reported on the work of the Commission and on its meeting earlier in the conference. (see International Regulations Commission minutes).

(a) International Maritime Organisation

There have been very few meetings this year, the only one we physically attended was the Navigation, Communications, Search and Rescue Sub-committee in January and the most significant thing that came out of that was the Polar Code.

i) Polar Code

The International Code for Ships Operating in Polar Waters (Polar Code) is under discussion as to how it can be applied to non-SOLAS ships, meaning small fishing vessels and recreational craft. As a reaction to that, Alan Green pulled a group together to produce a World Sailing Polar Yacht Guide. The document provides guidance to yachts sailing in higher latitudes. It was developed in response to what we considered a disproportionate response that would apply the Polar Code to non-SOLAS shipping. Since then it has been confirmed that the IMO has no intention to extend the Polar Code to recreational craft below 300GT and we will continue to monitor that. [The Polar Yacht Guide-www.sailing.org/90563.php]
ii) Navigation Lights

Last year a working party produced a paper regarding the suitability of the rules for lights for modern yachts. World Sailing sent to IMO Secretary General a proposal to look at the COLREGS requirements and included the working party. Regrettably we have not had a reply from IMO, that may not be surprising because it is not an executive committee. What we need to do now is to spot opportunities to propose new work items for the agenda of the IMO that will look at the possibility of improving or dealing with the recommendations we have made regarding improving navigation lights on sailing craft.

(b) International Standards Organisation

i) 12402 Personal flotation devices – Part 6 Special application lifejackets and buoyancy aids- Safety requirements and additional test methods

Stuart highlighted that this year we have had the ISO standard on an Offshore Sailing Lifejacket published. This reflects precisely what is required by OSR. It has taken a long time to get that over the line. There is now a formal standard to which manufacturers can certify that their equipment is compliant to.

ii) 12401 Deck safety harness and safety line

The next project is the standard on harnesses which is going into review. This will hopefully deal with vexed the question regarding tethers and their length.

iii) ISO 15207 Immersion suits is being reviewed to achieve a better alignment between SOLAS requirements and ISO standards.

Stuart concluded by saying that this was his last and final report to the Oceanic and Offshore Committee, it has been a pleasure working with you and I wish you all well for the future.

The Chairman thanked Stuart for his contributions through the years. He did not know how Stuart does it, attending all those meetings. With respect to the Polar Code, Alan Green contacted Matt Allen and the Chairman to gear up some support and we contacted some of our international cruising clubs and quite a group of yachtsmen who were experienced in high latitude sailing did contribute to Alan Green, not least of which was Skip Novak a key participant in our community. I would like to thank all of them for their contributions to Alan.

16. Racing Rules of Sailing

(a) It was noted that the Racing Rules of Sailing 2021-2024 are available here: www.sailing.org/documents/racingrules/index.php

(b) There were no matters arising

17. Equipment Rules of Sailing

(a) It was noted that the Equipment Rules of Sailing 2021-2024 are available here: www.sailing.org/documents/equipmentrules/index.php

(b) There were no matters arising

18. World Sailing Sustainability Agenda 2030

(a) To note the World Sailing Sustainability Agenda 2030 is available here: https://www.sailing.org/about/Sustainability.php

(b) There were no matters arising
19. Any Other Business

Stan Honey advised that he was standing down as Chairman and wished to thank all the Committee for their support through the years. He was pleased we have accomplished most of what I set out to achieve. Bruno Finzi said: “Notwithstanding the presence of some naughty committee members like me you did a wonderful job.”

Gary Jobson said he had been on The Board for 8 years and had attended all the Oceanic and Offshore Meetings and it has been great fun. Four years from now when the Olympics take place off Marseille and eight years from now in Long Beach and we have this Double-handed mixed offshore race we can all look back with a lot of pride and that our sport is safer. Stan, you have been a great leader and it has been an honour for me to be part of it.

Matt Allen added it has been a pleasure working with you all, we have a few people who will not be standing again for the next Committee, Gary Jobson, Will Apold and Stan as your vice-chair. Your leadership has been terrific. Wolfgang Schaefer said as a founding member of this committee since 1997 that this time with Stan Honey as the Chairman was one of the best.

There being no further business at 1915 the meeting was adjourned.