

The Oceanic and Offshore Committee met at Yas Conference Centre, Abu Dhabi, UAE at 09:30 – 18:00 (UTC+4) on Thursday 27th October 2022

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

1. Opening of the Meeting	1	9. World Sailing Class Status	8
2. Minutes of the Previous Meeting	2	10. Offshore Special Regulations	8
3. Chairman's Report	2	11. World Sailing Sailor Categorization Code	9
4. Working Parties	2	12. Oceanic Concordat	9
5. Technology and offshore racing	5	13. World Sailing Speed Record Council	10
6. Reports from Rating Systems	5	14. International Regulations Commission	10
7. Submissions	6	15. World Sailing Sustainability Agenda 2030	11
8. Olympic 2032 Offshore Event	7	16. Any Other Business	11

Present:

Matt Allen (AUS) – Chairman
Corinne Migraine (FRA) – Vice Chair
Paddy Boyd (IRL)
Bruno Finzi (ITA)
Simon James (THA)

Tomasz Chamera – Vice-President
Philip Baum – Vice-President
Stan Honey (USA)
Sally Honey (USA) - Chair Special Regs SC
Alan Massey (GBR) - Chair International Regulations Commission

Apologies:

Hylton Hale (RSA)
Cuneyt Buyukucek (TUR)
Denise Caffari (GBR)
Jose Frers (ARG)
Kun (Vicky) Song (CHN)

Yasutaka Funazawa (JPN)
Diane Ried (CAN)
Claire Renou (FRA)
Thomas Rinda (USA) – Chair Sailor Classification Commission

Also in Attendance:

Alexandra Rickman (WS Head of Sustainability)
Jaime Navarro (WS Director of Technical & Offshore)
Alastair Fox (Director of Events)
Richard Slater (AUS) – Vice Chair Racing Rules
Richard Hinterhoeller (CAN)-Special Regs SC
Per Bøymo (NOR) - Special Regs SC
Jason Smithwick (GBR)
Niall McCleod (GBR)

Yann Rocherieux – (Vice-President)
Katrina Ham (WS Classes Executive)
Francesco Gulizzi (WS Technical Specialist)
Fred Hagedorn (USA) – Regional Games SC
Johannes Christophers (GER) - Special Regs SC
Glen Stanaway (AUS) - Special Regs SC
Phil Lawrence (GBR) – The Ocean Race

1. Opening of the Meeting

(a) Welcome

The Chairman welcomed Committee Members and observers and thanked them for supporting the offshore community. He recorded his and the Committee's thanks to Simon Forbes for his work supporting the offshore sailing community over his 37 years at World Sailing. He highlighted Simon's impressive wealth of knowledge and expressed his best wishes for his future. He also thanked Jaime Navarro and welcomed Katrina Ham as the new supporting staff member.

Oceanic and Offshore Committee Minutes (cont.)

The chair noted the topics on the agenda highlighting the item regarding the use of technology in offshore racing as well as the potential of including double-handed offshore racing as an event for Brisbane 2032. He also referenced the topic of safety reporting and Regulation 38 and noted he would like to get an overview of the opinions of Committee members with the possibility of making a submission next year.

Philip Baum welcomed Committee members and observers. He reported that a previous survey found that more than 50% of sailing worldwide takes place on keel boats, highlighting the importance of the Oceanic and Offshore Committee. He recognised the great work of the Special Regulations Sub-committee. He also highlighted the contribution of Simon Forbes during his time at World Sailing.

(b) Apologies for absence

Apologies for absence were noted from Hylton Hale, Cunezt Buyukucek, Denise Caffari, Jose Frers, Yasutaka Funazawa, Diane Ried, Claire Renou, Thomas Rind and Kun (Vicky) Song.

(c) Declaration of Conflicts of Interest

Committee members were asked to review their declaration of interests and update them if necessary. Stan Honey noted that he had recently made an additional declaration online as shore router for Gitana 17. Paddy Boyd reported that he had also declared online that he is an event director of the Dun Laoghaire Regatta in Ireland in addition to having a family connection to the IRC. Sally Honey noted that through her relationship with Stan, she is also linked to the Ultim Class. Stan Honey added that he is now back on the board of US Sailing.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Oceanic and Offshore Committee meeting of 28 October 2021 were noted.

(b) Minutes Matters Arising

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

3. Chairman's Report

Matt Allen highlighted the importance of the agenda item on technology. He noted the rate of change, creating opportunity for World Sailing to take a leadership role. He noted the possibility to regulate or guide the main body of the sport while recognising the specialised events and classes in the offshore racing community.

Matt highlighted the importance to continue the work on double-handed racing following the rejection from Paris 2024. He noted the opportunity for the committee to continue to develop the Offshore Double-Handed World Championship with the options for both rated and one-design events. He noted that this could be part of a project for Brisbane 2032.

Matt also drew attention the critical importance to continue the work on keel improvements. He also thanked Sally Honey and James Dadd for the work completed by the Special Regulations Sub-committee.

4. Technology and offshore racing

Stan Honey introduced the topic of technology and offshore racing noting the rapid increase in use of technology. He noted that currently it is event organisers who are making the biggest decisions around innovations, citing that while illegal in the RRS, they

can be permitted by making amendments to the RRS in the NOR/SI. He gave examples including the use of canting keels and moveable ballast (amending RRS 51), powered winches and autopilots (amending RRS 52), outriggers (amending RRS 50.3), for-fee weather data (amending RRS 41 and Case 120), outside routing (amending RRS 41) and the use of winches operated from below deck (amending OSR 3.11). It was also noted that stacking is also permitted in some races by amending RRS 51.

Stan noted that organising authorities have the ability to amend the rules or use the OSR or not. However, he gave an example of practices in the past which have been controlled through the introduction of regulations. He cited the impact of RRS 47, where in the past wool/yarn that was used during spinnaker hoists became an environmental issue. However, this has now been stopped as the rule cannot be amended under RRS 86.

Stan reported that the most discussed topics at the moment being autopilots and sailing below deck. He noted the importance of autopilots for the development of double-handed sailing however he raised the question of the potential impact of wider use in fully crewed racing. Currently a human who can see the water in front of the boat can outperform an autopilot that cannot, however Stan noted that we are approaching a crossroad where imaging sensors and LIDARs could be linked directly to the pilots. He questioned the potential impact of this on the sport for both short-handed and fully crewed racing.

Noting the recent interpretation from the Special Regulations Sub-committee, Stan posed the question of whether sailors want to be sailing below deck. He drew attention to the great age of the rule and noted the safety aspect. Stan noted that from a performance standpoint, there is interest in reducing windage and getting weight further down, and therefore below deck. He also highlighted the importance of keeping adequate watch, even with modern technological aids such as AIS, radar and OSCAR. He cited the example of the IMOCA class which allows athletes to sail from below deck. He recalled his experience as being a shore router and his influence on the skippers from shore. He questioned if we want the entire sport to head in this direction, while noting the potential needs of special events that will take these approaches. He summarised that these decisions are all now the responsibility of organising authorities, which may be the right approach, but it is worth noting.

Matt Allen referred to the introduction of canting keels. He noted that it was a turning point in the sport, and questioned in hindsight, if it was it a good direction? He recalled that at the point of the introduction of canting keels there was a lack of discussion and questioned whether if more had been discussed and potentially regulated/guidance given, would the sport be better off, noting we are in a position to influence and guide the impact of technology in sailing.

Stan Honey noted that technology is not bad for the sport but that in the past rules have been changed by event organisers under pressure and reiterated the current crossroads situation. Corinne Migraine reported that it could elevate pressure on race organisers by introducing rules or guidance. An example from Canada was given of how guidance could be given to organising authorities, where a boat was waiting to the very last minute to submit a certificate to decide if it wanted to use the canting keel as the owners wanted to see the weather forecast to make the choice. To stop this the race organisers made it mandatory to submit a set time before the start. Stan also recalled the example of Appendix TS to the RRS, which were created by this committee, to give organising authorities various approaches that they could consider of how to handle Traffic Separation Schemes. It was also noted the importance to look at Classes in addition to organising authorities as being able to modify the RRS and OSR citing the example of the IMOCA Class and the RORC Fastnet.

This committee discussed if something should be done and if so how. It was agreed that there is limited information on the use of autopilots in fully crewed racing, and RORC

Jeremy Wilton offered to conduct a survey of members. Matt Allen highlighted the speed of change and the opportunity to stop potential issues in the infancy before owners or businesses invest in this technology. Referring to the sailing below deck issues, Paddy Boyd referred to the COLREGS and the ability to use the current restrictions and guidance in place, while noting the issues with single-handed sailing. Stan Honey noted the development of the OSCAR camera which is widely used in the IMOCA fleet. He explained that the camera developers say it can use AI to keep watch but from his experience it works well with a human watching the screen, but the AI tools do not work perfectly just yet at detecting hazards in front of the boat. When they do, it would be a major development for the sport.

Corinne Migraine questioned the need to consider the speed of boats and the safety factor of being on deck, referencing the move from open to closed cockpits in aeroplanes. She noted the need to consider all aspects of sailing including the high-performance end. Stan Honey clarified the difference between on deck and unprotected, noting that when pilots are enclosed in cockpits behind windshields, they still have good visibility. Similarly in some boats the sailors on deck can be protected by a dodger or casquette but still have good visibility. Jaime Navarro commented that it was important to identify who is advocating for the interest of the sailors given that it is the event organisers who are taking the lead. He noted the potential for World Sailing to take a role through the Oceanic Concordat.

Bruno Finzi stressed that progress is unstoppable particularly with autopilots in short-handed racing, but that restrictions should be considered to limit their use in fully crewed boats. He also noted the need to stop some technological developments that might not be considered safe. Corinne Migraine noted the potential for autopilots to reduce the attraction of the sport as well as seamanship.

The discussion then moved to the potential for the committee acting. Richard Slater suggested providing wording for Organisers Authorities to use. It would allow event organisers choices while helping guide progress by offering options. He offered the services of the Racing Rules Committee to help write rules. He noted that it would help sailors with events using relatively standardised rules. Fred Hagedorn noted the position of the committee to take a lead in this area and the potential for a code that under RRS 86 could not be changed. He highlighted the unique position of World Sailing to lead in this area. The need for provisions for Special Events and Classes to make amendments to the RRS and OSR was also discussed. It was also noted that the Route de Rhum and most of the major events are not currently World Sailing Special Events. This was identified as a potential point of discussion at future Oceanic Concordat meetings.

It was discussed that there will be pushback to new rules, with the potential to start with recommendations which could then be developed into a code later if appropriate. It was noted the implications of writing rules and the need to change rules as technology develops. Richard Salter stressed the need to identify what would need to be a rule and what would be a recommendation. Once that differentiation has been done it would be possible to identify where it would be placed. Phil Lawrence reported on the approach of The Ocean Race (which is a World Sailing Special Event), citing the issues of the sailing from below deck and the associated marshalling costs in addition to the marketing issues. He explained some of the developments around rudders in the IMOCA class and noted the difficulty of drafting rules. It was also noted that the work will be significant to develop rules and recommendations and that it will need to be communicated to event organisers, sailors, and classes. It was suggested that NOR's and SI's from events that are currently engaging with this technology are collected and then used to start identifying issues and potential wording for recommendations. The committee concluded that they should be proactive and will develop a working party on this topic. It was agreed that it is important to communicate this project to the wider sailor community.

5. Working Parties

(a) Keel Improvements

Jason Smithwick explained the history and the importance of the project. He recalled the challenges to reopening the review of the standard, with it only being reopened after a second letter was sent to ISO focusing on all yachts not just racing yachts. Jason highlighted the work of Simon Forbes in nominating people to the working group who will help push the review in the right direction.

Richard Hinterhoeller reported on the progress of the working group noting that the group is now gaining momentum. He recalled the concerns raised by some mass production builders. However, he noted the risk of losing keels and the potential of loss of life should be enough to overcome these concerns. Stan Honey explained that not much cost is added if some weight is added or moved from the bulb to the fin, nor would it have dramatic impact on performance given the modest amounts of material required, therefore it is a good development for the sport.

Jason Smithwick noted that currently race boat manufacturers are building to the limit whereas most cruising boats would probably already meet potentially higher standards. It was highlighted that it will not impact retro fits. It was also noted that two of the biggest notified bodies are involved in the working group.

(b) Universal Measurement System (UMS)

Matt Allen highlighted the benefits for the sport in this project in bringing the rating systems closer together. Jason Smithwick reported on the benefits of the work and data sharing between the rating systems. He noted the project of developing a universal measurement system (UMS) sail stamp. He also noted that there is a submission for the ORC to allow progress to continue. Matt Allen highlighted the benefits of the collaborations for owners and the rest of the community.

6. Reports from Rating Systems

Reports were received from the International / Recognized Rating Systems:

(a) ORC International and ORC Club

Bruno Finzi reported that ORC is still growing with 12302 ORC certificates issued in 46 countries up to September 30, 2022. He explained the difficulties posed with the current restrictions on Russian boats and noted he is looking to World Sailing on how this will be addressed going forward. He noted that up to 5 years ago, Ukrainian boats were processed through the Russian office and even with an independent Rating Office, have had to stop their activity because of the ongoing war.

Bruno reported on the new offices recently opened in South Africa, Romania and Turkey. He also reported that 2042 Double-Handed certificates and 862 Non-Spinnaker certificates (feature introduced 2 years ago) have been issued this year. The Super Yacht racing rule, established in 2015 has also been increasingly successful after the period of covid especially in the Caribbean and Mediterranean, but there are still other regions struggling with participation such as New Zealand. 2022 saw the launch of the new ORC multihull rule with a new VPP capable to predict speed also of hulls completely out of the water. They also issued an ORCi certificate for the first offshore-capable flying monohull, Flying Nikka.

The 2022 ORC World Championship was held in Porto Cervo, Italy with 69 entries from 15 countries. The 2022 ORC European Championship was held in Hanko, Norway with 65

entries from 7 countries. The 2022 ORC Sportboat European Championship was held in Sistiana, Italy with 21 teams from 5 countries. The first ORC Double-Handed World Championship was held in 2022 in Sweden with 78 entries from 7 countries. The 2023 ORC World Championship will be held in Kiel, Germany in August. The 2023 ORC Double-Handed World Championship will be held in Barcelona, Spain in August.

Bruno reported on the positive outlook for the ORC which now has 14 full time staff working on the development of software and webservices to allow owners to better understand the rules and the system. They currently have 40 submissions for this year meeting which starts next Saturday. He noted the increase in boats requesting certificates particularly in the USA.

(b) IRC Rating Rule

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

Jason Smithwick reported on the recent congress meetings at the start of the Middle Sea Race. He noted that IRC is the major rating system for races over 600 miles. He also commented on the IRC records system. Jason reported on the wide spread of inshore regattas including regional and national regattas around the World. It was noted that IRC numbers remain stable, with around 5000 boats. He reported there are now 40 rule authorities and while Europe has the largest representation, there has been notable growth in Australia.

He reported on the work of the IRC Technical Committee and noted 2023 Rule Changes would be available shortly. He spoke about IRC's commitment to sustainability by increasing the age allowance and potentially limiting the number of headsails to encourage older boats to compete and minimise equipment going to landfill. He reported on the new addition of a second page of an IRC Certificate to help owners understand the system. He also reported on the development of a new IRC application portal online which would give owners more transparency, as well as the focus on better communication going forward.

The committee further discussed the challenges of having 2 major rating systems. Jason stated that competition is healthy, and that owners who are not winning will naturally be looking for alternatives. It was noted that having two systems can be confusing for both owners and event organisers. It was also discussed that healthy competition between the rating systems might not be good for encouraging participation in the sport. On the topic of competition, it was further noted that a single rule could have benefits as well as drawbacks including the difficulties of rating older and new boats. Bruno Finzi commented that emergence of a third party to establish another rating system is not likely, as well as highlighting the differences between IRC on ORC are fundamental in nature.

After a break, Bruno Finzi reported to the committee that he had spoken to the IRC and they have agreed to continue to work together on the UMS sail stickers as well as the combined Worlds with the view of a combined goal to merge the two rules to become one. Jeremy Wilton, the new CEO of RORC also welcomed the opportunity to work together.

7. Submissions

(a) Submission 47-22 was received regarding Regulation 13.1 from ORC Limited (Offshore Racing Congress).

Bruno Finzi explained the background of the submission and the development of the ORC Super Yacht Rule and the ORC Multihull Rating System. He noted the interest of the International Maxi Class Association in using the ORC Multihull rating system.

On a proposal by Bruno Finzi, seconded by Stan Honey, there was a vote of 8 in favour, 1 abstention.

Recommendation: *Approve Council*

Decision: Council approved the submission

8. Olympic 2032 Offshore Event

(a) An update on any plans for 2023 World Sailing Offshore World Championship

Alastair Fox highlighted the Olympic Vision report. He explained that decisions have already been made for LA2028, so the next opportunity is to now Brisbane 2032. He highlighted the need for the offshore community to come together and build the double-handed racing community to give the IOC confidence to include a double-handed offshore event. He noted the differences in the location with the potential for Brisbane to help the process but highlighted the difficulties in introducing new and different events. He identified the Offshore Double-Handed World Championships as the main vehicle and the need for it to gain momentum.

Matt Allen noted that there should be both rated and one-design double-handed championships to maximise the growth. He commented on the need to have an established track record by 2026 when 2032 event decisions would be made. Following the first World Championships in 2021 it is important to have events every year from 2023 onwards. Alastair Fox noted while the Olympic focus is on mixed due to gender equity requirements, there is no need to only focus on mixed events for the prior world championships. Corinne Migraine pointed out that the requirements to be mixed, acted as a launch pad for the increase of women in offshore racing. She also reported on the case of a Figaro race in France where a sponsor led the requirements of an event to be mixed. She highlighted the opportunity to increase the participation of women in offshore.

It was noted that in the past, it was not felt that everyone was on board with Offshore being in the Olympics. Alistair noted that the Olympic Vision report highlighted the need for change and the need for events and classes to be testing now. Alistair explained that given the timeline it could be beneficial to look to other partners to be able to deliver events. It was also discussed that there is a need to resource the project fully but currently that is not the case. It was acknowledged that for offshore to succeed in its Olympic bid, other events will need to be removed. Jaime Navarro noted the need to convince World Sailing as well as IOC and that other events will also be using the guidance to convince the deciding bodies they meet the requirements. Tomasz Chamera recalled the difficulties around getting an extra medal and highlighted the importance of adapting to the requirements outlined in the IOC Agenda 2025+, referring to the shift to sports such as skateboarding. The committee agreed that the development of the offshore double's discipline should not just be just about getting an Olympic event, but for the wider development of the sport. Jeremy Wilton mentioned that RORC would be willing to help deliver events.

Jaime Navarro explained the need to establish a clear vision including rankings and events so MNA's understand and are willing to invest in the pathway. Therefore, next year's championships need to be part of a bigger picture. He highlighted the need to communicate the longer-term plan with the wider community. It was noted there are difficulties in establishing fleets around the world yet there are benefits to development. Matt Allen highlighted the need to embrace change. It was agreed the next steps would be to find the right person to lead the project.

(b) To receive an update from Larry Rosenfeld (President). www.offshoredoubles.org

A written report was received from Larry Rosenfeld.

- (c) Appoint Working party

It was noted that the Committee is not yet in position to create a working party.

9. World Sailing Class Status

Jaime Navarro reported on the progress by Equipment Committee to review the current World Sailing Classes. He noted the work of the World Sailing Class Review Working Party and that two classes have been recommended to lose their Class Status as a result of the review. He explained that there will be an annual review and that going forward offshore classes could be included. It was noted that there is currently no representative from the Oceanic and Offshore committee on the working party and it was agreed that should change going forward. Paddy Boyd offered to serve.

10. Offshore Special Regulations

In accordance with World Sailing Regulation 6.9.6(d) 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 were noted by the Offshore Special Regulations Sub-committee. The Chair, Sally Honey, thanked the sub-committee for their work this year.

Sally Honey reported on the urgent submission SR-0122 that was received earlier this year and noted the amendments to 3.02.02 and Appendix L that was published on February 15, 2022.

Salley Honey reported on the request for interpretation regarding sheet winches below deck. As per WS regulation 30.3, the sub-committee reviewed the interpretation that was published earlier this year. The sub-committee voted to uphold the interpretation.

- (b) Recommendations were received from the Offshore Special Regulations Sub-committee on 'SR' submissions. Sally Honey reported: of the 4 submissions received, 1 was recommended for rejection, 1 was recommended for approved following an amendment and 2 were recommended to be approved as submitted.

Regarding the submission that was recommended to approve following an amendment, SR03-22, Sally Honey explained the amendment to ensure if there are multiple life rafts, grab bags must be clearly marked to match the life rafts. Regarding submissions SR04-22 and SR05-22, Sally recalled the work of the medical working party to update the appendices and noted the need to re-establish communication with the medical commission to work together in this area. It was also noted that the rejected submission SR02-22 was recommended for rejection as the wording was too vague.

On a proposal by Sally Honey, seconded by Bruno Finzi, the submissions as recommended for approval by Special Regulations Sub-committee were unanimously approved to be effective 1 January 2024.

Decision: Approve

Other matters discussed by the Special Regulations Sub-committee.

Salley Honey reported on the progress of the working parties of the Special Regulations Sub-committee.

Keel Improvement – The working party is shared with Oceanic and Offshore Committee and SRSC is very happy with the progress.

OSR Refinement – The working party, led by Richard Hinterhoeller has been meeting regularly and will take another year to complete the work. The objective is to make the OSR more accessible.

OSR Questionnaire – Led by Johannes Christophers, 138 responses have been received to help with the OSR Refinement.

Grab bags – The working party led to one of the submissions which was approved.

Deck Chamfer – The working party, led by James Dadd and Johannes Christophers, is ongoing and focused on keeping sailors safe while looking at the placement of stanchions and lifelines. It was noted that there are substantial challenges in developing these rules.

Medical – The working party submitted the two submissions for the appendices that were approved.

Sally Honey reported on the progress of the Plan Reviews certification in addition to the incidents reported. It was noted that the Sub-Committee did comment on the number of Class 40's with keel failures in recent years. It was agreed that the communication of the interpretation could be improved. Jaime Navarro noted that Class Rule Changes are announced to International Measures and that a formal communication channel can be arranged. It was also noted that the keel failures that are logged through the incident reporting system and should be passed onto the Keel Working Party. It was also agreed that the ability to separate incidents by type of boat on the spreadsheet available online would be useful. The committee discussed the issues around the lack of reporting and the fact that access to official reports is often withheld for legal reasons, that withholding of reports hinders the lessons learned and the ability to share best practices. It was also discussed that communication with stakeholders on things such as the Offshore Special Regulations could be seen as a benefit to MNA's.

11. World Sailing Sailor Categorization Code

A report was received from Tom Rinda, Chairman of the Sailor Categorization Commission. Matt Allen highlighted that the commission reports directly to the board but interacts with classes as well as the offshore community. It was noted that there have been some issues and the need for more communication channels going forward. The issue of some sailors getting caught in the system was discussed, citing the example of a boat cleaner getting paid but not impacting on performance and the need for further development of the code. It was also noted that there are some issues with the online platform which created problems over the last year. Jaime Navarro reported the history around the changes with the website and the conflicts of GDPR. He explained that the new system is working, and the composition of the commission is currently pending board discussion.

12. Oceanic Concordat

Corinne Migraine thanked Simon Forbes for his work over the years on this project. She noted the meeting of the World Sailing Major Oceanic Event Organisers held virtually on 8 February 2022. She explained the tradition of holding the meeting at the Salon Nautic in Paris, however reported the decline in participation at the event and suggested it was no longer an ideal place to hold the meeting. She also recalled that traditionally the meeting was to discuss the calendar, which as most races are French, are managed via the FFV. It was discussed that there are more and more events and classes which are making the calendar even more crowded. Corinne highlighted that World Sailing has limited power in enforcement however has the opportunity to engage in discussions with the organisers. It was discussed that the event could be an opportunity to understand the pressures and concerns of the event organisers, the sailors as well as the interests of World Sailing. She proposed that it could be the place for a "think tank" suggesting another venue for the

meeting with the Yacht Racing Forum. It was agreed that the start of 2023 was the realistic for the next meeting. It was pointed out that the calendar of events needs to be updated.

Jaime Navarro emphasised World Sailing's desire to continue this event. He explained that most of the event concordat agreements have expired but identified the event as a way to open communication and to create links. He also noted this could lead to discussions around the possibilities of Special Events. The committee agreed the objective would be a meeting in early 2023.

13. World Sailing Speed Record Council

The World Sailing Speed Record Council (WSSRC) annual report from Chairman Claude Breton was received. Stan Honey presented a verbal report as Vice Chairman of the Council. He reported on the impressive progress in speed records since the WSSRC was founded. He reported that Covid had an impact on records being set but did not stop it. He also reported on the WSSRC's technological developments with tracking devices. He explained that they expect more records to fall in the coming years with the introduction of foiling boats. Stan also noted the continuing contribution of Simon Forbes in the WSSRC.

Jaime Navarro reported that the office has been getting more requests to recognise individual's records from their own recording devices. Stan Honey noted that other sports have had issues with records being recognised without due diligence. While recognising that the GPS records create a lot of interest, Stan noted that the validity that WSSRC provides is key.

14. International Regulations Commission

Alan Massey, 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).

Alan highlighted the importance of the role of the commission to monitor the regulatory framework that might impact sailing. He reported on the ever increasing ambition and scope of the regulations. He noted the two main areas of surveillance being environment and safety. He also noted that the commission has made interventions on behalf of World Sailing to in the interests of sailors worldwide.

Regarding environmental issues, he reported on the stronger GHG emission regulations as well as marine plastic litter regulations that are being extended to smaller fishing vessels. He also recalled the Polar code and World Sailing's proactive stance to develop a Polar Yachting Guide as a strategy to demonstrate to the regulatory bodies that the sailing community is responsible and does not require regulation. He highlighted the ballast water convention and the potential implications for yachts if it is extended to smaller vessels. Alan also reported that in 2025 the entire Mediterranean Sea will become the world's fifth Emissions Control Area for sulphur dioxide. He also drew attention to the increasingly looming challenge of end-of-life disposal of GRP boats, which could clearly affect the sailing community.

Regarding safety, Alan reported on the commission's interventions regarding the development of a future code for Marine Autonomous Surface Ships as well as the participation in a correspondence group. He also reported on interventions and participation in correspondence groups regarding containers lost overboard which are navigational hazards. He noted the commission's push for tracking devices on shipping containers to be mandatory. The commission's work on pressing for more consistent rules allowing free passage for small craft in windfarms was also noted, giving examples of the safety implications. He also informed committee members of the revised piracy advice available on the World Sailing website.

Alan highlighted the position of sailing as an environmentally friendly sport. He emphasised the benefits of being proactive and staying on the right side of the regulatory curve. Matt Allen thanked Alan and the commission for all the work they do on behalf of sailors worldwide.

The committee recorded the importance of the International Regulations Commission and hoped the board would give the commission full support. It was agreed that given then importance of the topic, it should be higher up the agenda in future meetings.

15. World Sailing Sustainability Agenda 2030

Alexandra Rickman reported on the progress towards the World Sailing Sustainability Agenda 2030. She explained that of the 56 deliverables across 6 operational areas, 18 are completed, 24 are in progress and 14 have not been started. She emphasised that completed does not mean that they can be forgotten. She reported that this year she has focused on technical deliverables.

She noted that deliverables No. 10, 22 and 23 are linked directly to the Oceanic and Offshore committee. Deliverable 10, regarding requiring all new offshore racing yachts (OSR Cat 0,1 and 2) constructed will produce at least 20% of their electric power requirements using renewable energy sources whilst racing, was noted to have been changed to an objective for implementation in 2024. She explained deliverable 22 which is linked to bio-security and assisting MNA's to create bio-security plans for events to minimize the risk of spreading invasive species. She also explained deliverable 23 which is linked to the creation of guidance to mitigate the negative impacts sailing can have on marine cetaceans. She also explained that she will change the wording to mega-fauna to capture turtles and other marine life. Deliverables 10 and 23 were identified as priorities for 2023.

Alexandra reported on the collaborations with the Ocean Race, IMOCA Class and 11th Hour Racing. She noted the next steps for the offshore community will include looking at the OSR and a timeline for deliverables. She highlighted the learnings from the IMOCA class and their experience introducing rules. She noted the need to continue to work on Bio-security and education, citing the lack of common knowledge of potential sources of transfer such as clothing and equipment as well as boats. She explained her objective to work with the Oceanic and Offshore community to develop a reporting system for sighting and strikes. She also explained the objective to work with special events on their sustainability plans including bio-security and mega-fauna.

Matt Allen reported on the discussions at the Equipment Committee regarding the timelines and the questions of the possibility of some of the targets. He noted the need to be in communication with boat manufacturers regarding the target of renewable energy. Bruno Finzi asked about guidance currently available, and it was discussed that it is in progress. Bruno noted that the ORC is currently working on guidance on stickers. Alan Massey emphasised that this is important to be proactive and ahead of the regulatory curve. Corinne Migraine noted that sustainability should be included in the Oceanic concordat meeting.

It was noted that the World Sailing Sustainability Agenda 2030 is available here: https://issuu.com/worldsailing/docs/sustainability2030_17may2018 (Page 11 to 14 includes the deliverables through technical standards)

It was noted that other WS sustainability programmes can be found here: <https://www.sailing.org/about/Sustainability.php#.YUG7IbhKiUI>

16. Any Other Business

Matt Allen raised the issue of safety reporting and Regulation 38. He noted the possibility to use the regulation as a mechanism to change the process in the future. He discussed the need to define what an incident is, highlighting the need to include circumstances such as a

Oceanic and Offshore Committee Minutes (cont.)

loss of life, loss of keel or catastrophic failure of the hull structure. It was noted the need to trigger investigations, similar to practices in aviation to enable knowledge sharing. He suggested that World Sailing should push the MNA's to report on incidents and use Regulation 38 to do so. It was also noted that incidents often happen outside races, often on qualification passages or deliveries. Matt proposed the committee look to potentially change Regulation 38 to include these.

Jaime Navarro pointed out that there is a definition of incident on the incident reporting form. Sally Honey noted that she and Glen Stanway had previously done work on how to conduct a review, but it is difficult to engage parties in the process. Stan Honey questioned the need to include Regulation 38.1 (a) and (b) given there would still be lessons learnt from all incidents, racing or not. It was noted that some industries have a positive reporting culture and that could be a way to encourage people to report incidents. Sally Honey questioned the current consequences if MNAs/classes do not comply. Jaime Navarro noted that it could be part of the review process as it is part of the annual review process but appreciates the difficulties in enforcing this. Jaime also noted it is difficult to identify who is responsible for reporting: for example the athlete, the event organisers, the coach etc. Matt Allen stressed the importance of focusing on people and bodies linked to World Sailing, such as Classes and MNA's. Jaime questioned the potential to be more ambitious on requiring MNA's to provide World Sailing to provide a report on any incidents on their territory. Niall McLeod, RYA Racing Services Manager, highlighted the difficulties the RYA has had in investigating incidents and questioned the capabilities of smaller MNA's. Matt Allen explained that from his experience major event organisers have resources to assist in the investigations. Corinne Migraine explained the situation in France noting there is a mandatory reporting system for Classe Mini incidents. It was discussed that some countries such as the UK have bodies that investigate incidents already. Matt Allen suggested the potential to have a panel available to assist in investigations. It was agreed that the system needs to allow anyone to report an incident and then the need to have the ability to contact the MNA's to ask about an investigation. It was also agreed that a submission to change regulation 38 is required. It was also suggested that use of a life raft or the fact the entire crew has been rescued by outside assistance, being added to the definition of an incident. There being no further business at 1607 the meeting was adjourned.