

Major Oceanic Event Organisers met at 1000 French time (0900UTC) on January 27, 2023, at FFV, 17 Rue Henri Bocquillon, 75015 Paris, France.

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Present:

Corinne Migraine – Chair, Vice Chair-WS Oceanic & Offshore Committee, FFV Vice President

Yann Rocherieux – WS Vice President

Jaime Navarro – WS Director of Technical and Offshore

Katrina Ham – WS Classes Executive

Denise Caffari – WS Oceanic Panel, WS Oceanic & Offshore Committee member

Gilles Chiori – WS Oceanic Panel

Bruno Finzi – ORC

Marc Bouvet – FFV

Jean-Philippe Cau – Lorient Grand Large, IRC

Antoine Mermod – IMOCA

Christophe Gaumont – WS Special Regulations Sub-committee, FFV

Jean Marre – Class Mini

Marcus Hutchinson – Figaro

Vanessa Boulaire – Class 40

Stéphane Guilbaud – Class Ultim

Antoine Robin – Transat Jaques Vabre

Joseph Bizard – OC Sport

Anne Guillard– Ocean50

Emmanuel Bachellerie - Ultim Sailing

Apologies:

Matt Allen – Chair of Oceanic & Offshore Committee

Mark Light – Clipper Round the World Race

Adrian Gray – Ostar/TwoStar

Manfred Ramspacher - Sirius Evénement

Jason Smithwick – IRC

Jeremy Wilton – RORC Transatlantic Race

George Shaw – Melbourne-Osaka

Michel Fortier - Transat Quebec St Malo

Phil Lawrance – The Ocean race

1. Opening of the Meeting

(a) Welcome and introductory remarks from Corinne Migraine (Meeting Chair)

Corinne Migraine welcomed the representatives to the meeting as well as noting the apologies received. She recalled the history of Oceanic Concordat meetings and explained how they facilitated “gentleman agreements” between various stakeholders in the oceanic racing community. Citing some of the challenges currently facing the community, including the increase in participation and the impact of technology which was raised at the Oceanic and Offshore Committee (OOC) meeting at the 2022 World Sailing Annual Conference, Corinne highlighted the need for the community to think about and be confident with the direction of progress within the sport. Corinne explained the objective of these meetings to become a think tank, to encourage the various stakeholders to talk on common issues and challenges, as well as the potential to establish guidelines for the sport. Recognising the expertise in the room, Corinne noted the need to adapt to ensure the safety of participants as well as lowering the carbon impact of the sport.

Yann Rocherieux welcomed everyone to the meeting and highlighted the mission of World Sailing (WS). In addition to his position as board liaison for the Equipment Committee, Yann noted he is looking forward to working with the oceanic and offshore community going forward.

Corinne introduced WS staff Jaime Navarro and Katrina Ham, noting Katrina has replaced Simon Forbes as the main contact for offshore in the WS Technical and Offshore department. She also introduced invited representatives Denise Caffari and Gilles Chiori. Corinne also thanked the Fédération Française de Voile (FFV) and Marc Buvet for hosting the meeting.

(b) Introduction from Jaime Navarro, Director of Technical and Offshore.

Jaime Navarro thanked Corinne and the FFV for organising the meeting. He noted that WS see this meeting as an opportunity to bring together the various stakeholders in the oceanic and offshore community to discuss pressure points as well as identify opportunities. He expressed the desire for WS to have a clear understanding of how these meetings can add value for everyone involved. He noted in the past there had been written agreements with event organisers and that this was an opportunity to see if that is needed. He explained concerns that currently classes and events are all going in their own direction regarding the development of and changes to rules, while citing WS as the governing authority. He noted the desire to get a better understanding of the current situation and look to standardise these changes to give clarity to event organisers as well as participants.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Major Oceanic Event Organisers conference call of 8 February 2022 were noted.

Antoine Mermod expressed his concern about the Golden Globe Race and the Ocean Globe Race. He noted the event does not respect the same requirements in many areas including safety which is expensive for both classes and race organisers. He stated that the events are not run professionally and pose safety risks. Antoine noted that these concerns were not reported in the minutes and that he thinks it is an important topic.

Recognising adventure is part of the sport, Corinne Migraine noted that safety of participants is important. She recalled the challenges regulating events such as the Golden Globe Race but noted that the event has made progress since the last edition to improve and is closer to the requirements. The concerns regarding the Ocean Globe

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Race were discussed highlighting potential issues with older boats and participants. Jaime Navarro described the challenges in regulating such events and noted WS Member National Authorities (MNA's) in which the event starts/finishes or has stopovers may influence these events. It was agreed that the association of safety incidents in these events impact on the image of the offshore racing community. Corinne recalled the challenges for the MNA including suggesting a name change to Golden Globe Rally. Jaime the challenges for WS towards events that operate outside WS Regulations or that do not use the RRS.

(b) Minutes Matters Arising

No other matters were identified.

3. Updates from Classes and Events

(a) Receive updates from offshore classes and event organisers.

Reports were received from the classes and event organisers present. Written reports received from event organisers also received, see Appendix 2.

Transat Jacques Vabre

Antoine Robin reported that the race will celebrate its 30th anniversary in 2023. He noted the race will start on 29th of October and that they are expecting more than 100 boats. He noted there will be 3 different winners, with 3 different routes with the objective for the winners of each class to arrive at the same time to increase the media exposure. He explained the races initiatives "Cap pour Elles" and "Virtual au Réel". He also reported that there will be a new trophy in each class to promote sustainability. Antoine also recalled the space issues from previous editions and noted that for the 2025 will probably need to be a limit on entries. Corinne Migraine noted the issues in selecting entries while recognising the importance in ensuring safety.

While recognising the input of the FFV, Jean Marre noted the clash of dates between the start of the second leg of the Mini-Transat and the start of the Transat Jacques Vabre. Antoine reported that they had looked to start on the 5th of November however were limited by tidal restrictions and noted the clash with the final of the Rugby World Cup the 28th of October which will be held in France.

Class Mini

Jean Marre reported the challenges posed after the organiser for the Mini-Transat passed away recently. He noted that entries opened for the Mini-Transat last week and that participation in the class is strong with over 600 participants in events last year. He noted that there have been 150 entries have been received for the Mini-Transat for 90 entry slots.

OC Sport

Joseph Bizard reported on the success of their events in 2022. He noted the efforts with the Figaro class to rejuvenate La Solidaire du Figaro and the class after the pandemic. He reported on the success of the Route du Rhum with 130 entries. He highlighted the challenges of 1.5 million visitors to the race visitors particularly around sustainability and the impact on the host town. He also noted the increase in media interest in the race. He reported on some safety aspects including the incident at the finish. He expressed the need for race organisers to be proactive to avoid similar incidents in the future. He finished by highlighting the need to consider sustainability and not focus on the objective to always be bigger with each addition, stating that he expects fewer boats to start in 2026, noting that selection criteria will be set out well in advance.

Looking ahead, Joseph reported the Transat Paprec will feature mixed crews as an initiative to increase opportunities for female sailors. They noted the sponsor has

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committed for 3 editions and they are expecting 10-12 entries for the 2023 edition. He noted the need to see a change in the trend of decreasing fleet size in the Figaro class for the future of La Solidaire du Figaro. He noted the start of the Arkéa Ultim Challenge - Brest will be the 7th of January 2024, with the Notice of Race (NOR) being released in 2 weeks. He noted that the topic of outside assistance will be included in the NOR. Starting in May 2025, Joseph noted the challenges in selecting the route for The Transat CIC given the time restraints with other events.

The concerns around the dangers at race starts/finishes was shared by the group, with Corinne Migraine citing the start of the Sydney to Hobart. Jaime Navarro noted the issues in getting incident reports and how they could be used to share best practice. Joseph noted that there is currently a public investigation by Bureau d'Enquêtes sur les Événements de Mer (BEAMer) that will be published.

Jaime noted the issues of having entry limits and the potential benefit of WS guidelines that could help event organisers justify the selection citing the potential to select/reserve places for emerging nations.

Class 40

Vanessa Boulaire noted the class is approaching boat number 200. She reported there will be a big change in the class when the current president will stop at the next AGM. She also noted the class will have a new chief measurer shortly.

Ocean 50

Anne Guillard noted that the class changed its name in 2019 when it became professional. She explained that 2023 will be the 3rd edition of the pro-sailing tour and that the class currently consists of 8 boats with 2 due to be launched in spring. She reported on the classes' activities with the pro-sailing tour and a documentary TV series as well as offering guest experiences during inshore races. Anne also noted the objectives of the class to reduce its carbon impact by limiting the production and optimisation of boats as well as the aim to maintain the value of the boats. She explained some of the initiatives including limiting sails to one new set every 2 years. Given the difficulties in insuring boats of which only a few in the class are, Anne recalled the actions of Adian Hardy in recovering one boat in the recent Route du Rhum. It was noted that while in that case it worked well, if several boats had capsized at the same time, it would have been more difficult. It was noted that difficulties in finding insurance was not unique to the Ocean50.

IMOCA

Antoine Mermod reported the class is strong with 40-45 teams and noted the difficulty in trying to limit the number of boats. He noted the work of the class with the Ocean Race and reported the merge of cultures. Antoine reported that despite the fact it is estimated that a team will require 10-15 million Euro to win the Vendée Globe, the return on investment has led to the growth of the class with the biggest teams comprising of 20-25 people. He reported that the addition of The Ocean Race offered another way for partners to increase their return on investment, especially as there is a higher chance of winning. Antoine identified the classes reliance on the French markets as well as the skipper's ability sell their boats after their campaign. He also noted the impact of the class and its expansion on the marine industry and employment opportunities in certain areas in France. He noted the difficulties in finding a balance of development with sustainability.

Antoine explained some of the classes' sustainability initiatives. He noted that while the class is expanding, compared to mass manufacturers it is still small and is able to challenge the industry, citing examples of life cycle assessment and the development of green sails. However, he noted that such projects require money and resources and

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that it is not just about education/awareness. He cited an example of the class rule that has prompted further sustainable developments. He explained that parts made of sustainable materials can be removed when the boat is weighed. This has led to developments that could be transferred to other parts of the marine industry to have a bigger impact.

Ultim Sailing

Emmanuel Bachellerie recalled the history of Ultim Sailing. He reported on the 3 events held in 2022, 2 for Figaro and 1 for Ultim. He explained he will be running the Tour De France in 2023/24/25 using Figaro.

Ultim Class

Stéphane Guilbaud noted he has been newly appointed as president of the class. He explained the classes ambition to be part of the major races as well as to break records. He noted the class has difficulties in finding insurance for the boats. He highlighted the importance of collision avoidance and the difficulties in finding a balance with protecting the crew. He reported the classes currently has 6 boats.

ORC

Bruno Finzi recalled the history and mission of ORC. He explained the objective to allow older boats to compete.

Figaro Class

Marcus Hutchinson recalled the history of the Figaro class and the Solitaire du Figaro. He noted the class has 40 boats in France, 10 in Italy, a few in North America and Asia and there are 10 unsold in storage in Nantes, France. He recalled the difficulties faced by the class due to the pandemic which has resulted in a decline in fleet size. He explained the difference between the French Championship events and "Academy" events, which include a mix of single-handed, double-handed as well as crewed races. He described the impacts of various factors on the Transat Paprec including the change to mixed crews, the fact it is one way and the cost and sustainability issues with shipping. Referencing the developments in other classes and events including The Ocean Race, Marcus highlighted the importance to encourage more women and youth participants. He also described the increase in participants from countries other than France in the class, noting the opportunity for skippers to charter boats. He also noted that the class only has one paid staff member and is mainly run by volunteers.

Lorient Grand Large

Jean-Philippe Cau explained the work of Lorient Grand Large. He reported on the plan for the "Retour a la base" race where they are expecting 25-30 boats. It was noted that while there are lots of benefits of return races, it is not suitable for Class 40 due to the larger differences in arrival times for the Transat Jacques Vabre.

General Discussion

The attendee's identified the mix of professional and amateur in certain classes and events. This mix was seen as critical for the culture of some classes including Class Mini as well as the stability of the second-hand boat market. Denise Caffari noted that as a representative of the Oceanic and Offshore Committee that it was great to see the co-operation and collaboration within the sport. Gilles Chiori recalled his experience in race management and noted some of the current topics in the community including closed cockpits.

- (b) Review the 4-year rolling events program for the coming years. (See Appendix 1)

Corinne explained Marc Bouvet's role in managing the FFV calendar. It was noted certain races have protected dates/times slots however it is becoming more difficult with

the increase in events. Christophe Gaumont recalled the history of the World Sailing Major Oceanic Events Calendar and how races were added in the past. It was noted that events such as the Golden Globe Race are not on the calendar as they do use the Racing Rules of Sailing and therefore are not recognised as a race.

4. Update from World Sailing

Jaime Navarro explained that WS is motivated to engage more with the oceanic community. He explained the structure of WS and the work of the Oceanic and Offshore Committee (OOC) and the Special Regulations Sub-Committee (SRSC).

- (a) To note the [minutes of the Oceanic and Offshore Committee](#) 2022

While noting the minutes, Jaime referenced the discussions at the meeting lead by Stan Honey. He noted that the discussions were not only concerning the events represented at the meeting but the wider sailing community. He recalled the conversations at the OOC meeting and the impact on the role of the sailor with the increasing use of technology. He also highlighted the concern that currently events are changing and developing rules to manage these issues in different ways.

Jaime also explained the work of the keel improvement and universal measurement system working parties in addition to the submission process. He recalled the history that led to the review of WS Class Status. The work of the International Regulations Commission was highlighted given the trend of increasing ambition and scope of regulations, which could soon start to impact racing yachts.

- (b) To note the [minutes of the Special Regulations Sub-committee](#) 2022

Jaime noted the minutes of the SRSC meeting including the review of the interpretation made as well as the submissions. He noted the current work on updating the Offshore Special Regulations (OSR).

- (c) Safety and Incident Reporting

After being raised at the meetings at the WS Annual conference, Jaime Navarro explained the [WS Incident Reporting Portal](#) and [Reports](#) noting it is a requirement for WS Classes and events organised in MNA's under WS Regulation 38. It was also noted that the portal is being expanded to include reporting of mega-fauna strikes. The work of the WS Safety Panel was described and as well as the planned development of a Safety Commission to help investigate incidents given the limited capacity of the executive office. The role of MNA's in incident reporting was also discussed.

- (d) OSR Changes and Interpretations

Noting the importance for this group, Jaime explained that currently the rules are used and changed through MNA's, Class Rules as well as NOR/Sailing Instructions (SI). Referring the recent interpretation requested by the Ultim class, he expressed the benefit to review the scope and process for interpretations. Yann Rocherieux and Corinne Migraine expressed the need to ensure the OSR are suitable for smaller boats but also newer and faster boats including foiling. Gilles Chiori noted that in France, race organisers wanting to modify the OSR work with the MNA. Acknowledging the current systems in place, Jaime noted the need to think about the best way to going forward.

While discussing the issue around winches below deck, Christophe Gaumont noted that safety issues covered by COLREGS are not covered in the OSR. He also noted challenges in the submission process and the hesitancy of the SRSC to engage in discussions on the needs of single-handed and other high-performance boats. Antoine Mermod reported on the pressure the class due to teams having 15-20 people who are all working to find ways around the rules. He noted the challenges in making rules that align with the OSR and meet the requirements of the class. Jaime recognised the need for classes and events for modify the OSR to meet their needs but expressed the desire

to standardise the process. He also noted that WS Classes are welcome to join meetings and make submissions to change the current rules. He also noted that in the past WS might have appeared to not be engaged in offshore but is looking to be going forward.

Jaime also stated that the SRSC are hesitant to take the lead on changes that affect the areas of interest to these events due to the lack of specialised knowledge in this area. He noted that the SRSC expects the classes or event organisers to put forward their recommended changes through the processes defined in the regulations, via WS classes or via MNAs. Christophe noted that the OSR is about safety, however now it is limiting performance which is creating a conflict. Stéphane Guilbaud expressed concerns around the importance of safety and how it cannot be forgotten in the pursuit of performance. It was noted that historically in offshore racing, particularly from the “Anglo-Saxon” perspective, the skipper is outside/on deck and that the rules are not suitable for single-handed racing. Corinne noted that the process to change the rules is slow and there will need to be compromises, citing an example being a potential appendix for boats foiling at high speed which the representatives in the room could contribute to. Recognising the classes desire for “agility”, Corinne suggested starting with guidelines. Antoine noted the challenges in writing rules to suit a wide range of boats citing differences between Class Mini and IMOCA. Antoine also recalled an issue with previous interpretations being different from more recent ones. Jaime explained how interpretations in the past are managed through becoming class rules while acknowledging in the past these issues haven’t been managed well. The issue around interpretations being general and not class/event specific was discussed in reference to recent OSR interpretations. Yann reiterated the desire of WS to improve in this area. Jaime summarised the current system, where classes can modify rules to meet their needs through class rules, however if there are general/common issues, changes can be made via submissions or an appendix to the OSR. He also noted the issue of classes/event’s organisers changing the rules yet still referring to World Sailing as the governing authority.

(e) Sustainability Agenda 2030

Jaime introduced the WS Sustainability Agenda 2030, noting it has bold targets in areas including events and technical standards. He noted the commitments are under review, citing the example of renewable energy offshore which is in the process of being re-worded. He also noted by putting the regulations in the OSR would allow classes and events to change them, so how rules are implemented is also under review.

Katrina Ham noted reported on the work of WS Head of Sustainability Alexandra Rickman who is leading the review of the deliverables including timelines, some of which have been impacted by the pandemic. The technical deliverables that impact the offshore community were also discussed. It was noted that deliverable 22, concerning biosecurity and invasive species will be focusing on education and development of policies and guidelines for equipment, personal kit as well as ballast water. Currently being studied by a working party of the OOC and SRSC, deliverable 10 focuses on the use of renewable energy. It was noted that the current suggests re-wording:

World Sailing will require that all newly constructed offshore yachts (OSR Cat 0,1 and 2) constructed after 2024 (completed from 2025 onwards), produce at least 20% of the energy that is used while racing, other than propulsive power from the wind, from renewable energy sources.

Renewable energy: Non-combustion engine produced energy that is generated from renewable sources including the sun and/or the sea and/or the wind.

It was also noted that the ambition of 20% was under review. Antoine noted the need to clarify would be included in the measurement for example energy for communication

equipment. It was also noted that teams will have different needs depending on their communication requirements. The difficulty in “policing”/monitoring such regulations was acknowledged. It was also noted that these regulations could impact more on smaller teams. The issue of energy storage was raised, especially concerning the increased use of lithium batteries. Jaime Navarro noted the interest in WS learning more about the recent IMOCA incident with lithium batteries which resulted in a boat being lost in the Route du Rhum. Antoine noted that the incident is still being investigated and that there are difficulties in giving advice given the variety of different types of batteries and their properties. The potential of battery monitoring systems was discussed as a means to check adherence to requirements.

Deliverable 23 was explained to be re-worded to include mega-fauna to capture the wider impacts in the maritime environment. Slides provided by Damian Foxall from 11th Hour Racing were shown to explain the current project being tested in The Ocean Race. Recalling the recent strikes in the Sydney to Hobart race which resulted in an entire crew being rescued and the boat lost, Katrina noted the importance of this topic as a safety issue. Antoine explained the project with The Ocean Race which is the development of a “hazard button” that will work in Adrenalin and Expedition to notify others of potential dangers. He also explained how the data will be combined with other sources to help map and monitor migration patterns. The need for guidance on preventative measures on managing potential attacks was identified with examples given of recent orca “attacks” on rudders. It was noted that the information gathered could be used in the future to set waypoints to minimise the risk of strikes. Denise Caffari highlighted that everyone has a responsibility to mitigate against collisions with mega-fauna and that gathering information is key to progressing in this area. It was also noted that there are other deliverables around coach boats and the running of events.

(f) Offshore Double-handed

Jaime gave an update on the offshore double-handed project, noting that the 2032 Olympics in Brisbane would be the next opportunity for it to be included. He noted that if offshore is to be considered, there needs to be a track record of events to demonstrate the discipline to the IOC. Recognising the increase in the discipline, he explained the desire to recognise/hold World Championships to create a track record. He noted the criticism of some events titled “World Championships” that have been held in the past, including one using L30’s. He also explained that for the Olympic event, it would probably need to be one-design. The opportunity to include events such as Transat Jacques Vabre was discussed, but it was noted that for consideration for the Olympics, events would need to reflect the format that would be possible at the Olympics. Marcus Hutchinson questioned the viability of this initiative and noted caution in developing something that is not suitable. The possibility of a ranking system using existing events worldwide was also discussed. Bruno Finzi noted that a ranking system should be based on the crew, not the boat. It was agreed that there is interest in a ranking system, however it was acknowledged that would be complex to develop.

5. Best Practice Discussion

(a) Discuss the challenges and opportunities facing the offshore community.

Jaime Navarro noted that the areas suggested on the agenda were topics to discuss that had been identified as areas that event organisers and classes have been taking the lead. Marcus Hutchinson noted that there are more areas than the highlighted technical areas. It was agreed that the wording of routing should be changed to outside assistance. Using the example of the Vendée Globe, Corinne Migraine cited the challenges in controlling outside assistance.

It was noted that more could be done around the different areas of sustainability to cover social, economic and environmental aspects to cover areas such as the gender

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balance and the inclusion of emerging nations. Jaime highlighted the work of the IMOCA class and their sustainability projects. He noted that WS has started its own life-cycle assessment project focusing on Olympic Classes using the same software, Marinesshift 360. Antoine Mermod reported while there are lots of beneficial projects, the challenge is financing, but noted it is important for the future of the sport. Jaime noted the importance of the ability to measure the current status especially when setting targets and then claiming progress, while agreeing that it is resource intensive. He also noted the importance of the various stakeholders to take similar approaches.

The issue of working together to resource these areas was discussed, with the suggestion made to have a “tax” on entry fees as a way to raise funds. The efforts of 11th Hour Racing were highlighted as an example of good investment in the sport. Antoine noted that is also important for people investing in the sport to have confidence that the sport/event is clean. It was noted that the capacity of classes and event organisers to invest and fund initiatives varies, from bigger professional structures to smaller volunteer led organisations. The need to co-ordinate efforts was identified to minimise duplication.

Bruno Finzi explained the current challenges ORC faces regarding the use of autopilots in fully crewed races, especially with the rise in double-handed entries. Corinne recalled RORC’s discussion to allow autopilots in fully crewed races. The potential impact of allowing boats with autopilots on fully crewed boats and how it could discourage participation was recognised. Corinne noted the increase in costs that come with autopilots and double-handed racing in ORC and IRC events. It was noted that in France there is no distinction between fully crewed and double-handed crews in IRC races. The potential to limit the type of autopilots was mentioned while recognising the safety aspect.

6. Next Meeting

Corinne Migraine highlighted the importance of the oceanic community coming together. She noted that it is always a compromise between performance and safety. She explained the objective of starting with guidelines. It was acknowledged that more collaboration was important that some objectives will be easier to progress than other. It was also noted that it would be great to see more WS presence at events. Jaime Navarro reiterated WS’s ambition to be more involved in the offshore community while noting resource limitations.

It was noted that the Yacht Racing Forum is normally in November which clashes with major offshore races. Jaime recalled the process of how the Yacht Racing Forum was suggested. It was agreed that the start of an event would be more appropriate.

7. Any Other Business

The meeting concluded at 1620.

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Appendix 1 – Summary of Major Oceanic* Events Calendar 2023-26 (February 2023)

Oceanic Event	Classes	2023	2024	2025	2026
Cape2 Rio Race	IRC	02-Jan			
RORC Transatlantic	IRC, Superyacht, Class 40, Multihull	08-Jan	Jan	Jan	Jan
The Ocean Race	Ocean 65, IMOCA	15-Jan			
Le Defi Atlantique	Class 40	01-Apr			
Transat Paprec	Figaro	30-Apr		April	
Guyader Bermudes 100 Race	IMOCA	07-May			
CIC Normandy Channel Race	Class 40	04-Jun	15-Sep	May/Jun	May/Jun
Transpac Race		27-Jun			
Les Sables - Horta - Les Sables	Class 40	27-Jun		July	
La Solitaire du Figaro	Figaro	27-Aug	June/July	Aug/Sep	June/July
Clipper Race 2023	Clipper 70	Sep			
Mini Transat	Class Mini	24-Sep		Sep	
Transat Jacques Vabre	Class 40, Ocean 50, IMOCA	29-Oct		Nov	
Transat "Retour a la base"	IMOCA	15-Nov			
Arkéa Ultim Challenge - Brest	Ultim		07-Jan		
RWYC OSTAR/TWOSTAR	Monohull + Multihull 27' – 60'		05-May		
The Transat CIC	Monohull, IMOCA, Class 40		May		
Quebec - St Malo	Class40, Ocean 50, Open Mono Gerry Roufs, Open Multi Mike Birch		30-Jun		
New York - Vendee	IMOCA		July		
RORC Round Britain and Ireland Race	IRC		August		
Vendee Globe	IMOCA		Nov		
Melbourne - Osaka	ORCi			Mar	
RORC West to East Transatlantic	IRC			June	
Globe 40	Class 40			Jul/Aug	
The Ocean Race Europe	IMOCA			Summer	
Route du Rhum	Ultim, IMOCA, Ocean50, Class 40, Rhum Monohull + Multihull				Nov
The Ocean Race	IMOCA				Winter

* As defined in the WS Regulations, oceanic refers to offshore races over 800 miles.

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Appendix 2 – Written updates from event organisers not in attendance.

RORC Transatlantic Race – Received from Jeremy Wilton

- Transatlantic Race annually starting in January.
- 2025 West to East Transatlantic (most probably from Newport to Cowes) in June as part of RORC centenary. Will act as a feeder race to Fastnet.

Melbourne-Osaka – Received from George Shaw

The M2O will be a major oceanic event in 2025.

In summary the M2O is-

- 5500nm nonstop race.
- Double handed.
- The only longitudinal ocean race in the world.
- It has been running every 4 to 5 years since 1987.
- The 2025 race is scheduled to be lead up event to the opening of the World Expo in Osaka.

There is extraordinary interest the 2025 M2O and 147 expressions of interest have been received from 11 countries for the event.

A Preliminary Notice of Race has been issued and further information is available about the event on website 'Melbourneosakacup.com'.

Quebec – St Malo – Received from Michel Fortier

Take note that departure date for the Transat Quebec St-Malo 2024 will be on June 30th 2024 instead July 7th.

The class will be : Class40, Ocean50, Open mono Gerry Roufs and Open multi Mike Birch.

OSTAR/TWO-STAR – Received from Adrian Gray

Over the past 2 years we have been reviewing our races to understand how we can better serve those who wish to take part. It has become very apparent that a 4 year cycle is too long between races to the extent that there is little if any continuity, which is a key factor for the Corinthian oceanic sailor in terms of planning, budgeting, qualifying and taking part. You miss the target date and, for many reasons, 4 years is too far to remain engaged. Therefore we are working on increasing our Oceanic offering. You will now see that the OSTAR and TWOSTAR will take place every 2 years. In addition, the RWYC will be offering a solo and crewed Round Iceland Race in every 'odd' year. This has been formulated with the recent COVID disruptions in mind, when the OSTAR had to be postponed twice. The brief, to offer a challenge akin to the OSTAR bit starting and finishing from Plymouth. It is also with the Global Solo Challenge in mind, offering a safe mileage builder in company with an arctic experience for those who wish to take part in the GSC.

The club will continue with the 2handed RB&I and its unique format of stop overs. In addition to this we will be offering a 'crewed' race, which will also allow crew changes on the first and 3rd stop over, giving more crew the opportunity to take part in such a race but without the huge time commitment that the complete race demands. This too will be every other year.

With this frequency we fully expect to see a build in numbers from one race to the next and as such we see a very strong future for the OSTAR, TWOSTAR and the 2H RB&I.

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Clipper Round the World Race – Received from Mark Light

The next Clipper 2023-24 Race will start from a UK location around late August / early September 2023. The overall Clipper Race will most likely consist of up to 16 individual races and the full route will be announce in the coming months. and the fleet of 11 x Clipper 70 Race Yachts will visit 16 stunning locations around the world. On board each yacht we have a highly experienced and professional Skipper and First Mate, and the rest of the crew are built up of non-professional sailors who will have completed all levels of our extensive Clipper Race training programme.

The Race will be approx. 11 months in duration and include approx. 750 crew from 68 different nationalities. We are a truly international event that now has 34% of our crew from the UK and 66% from overseas.

We have approx. 30% female competitors and 70% male and are always working hard to improve opportunities for all.

After 40,000nm of hard racing, the Clipper 2023-24 Race will conclude in the UK around early August 2024.

The Ocean Race – Received from Phil Lawrence

The Ocean Race Schedule:

Summer 2025, The Ocean Race Europe – Fully Crewed around Europe – (5 or 6 weeks duration)

Winter 2026-2027, The Ocean Race – Fully Crewed around The Word – (5 or 6 months duration)