

Oceanic and Offshore Report 2023

Matt Allen AM Chair. Corinne Migraine Vice Chair.

The Committee is responsible for over 50% of the worlds sailing in offshore capable yachts. The offshore and oceanic part of the sport is becoming much more diverse with the development of faster yachts such as the IMOCA. These developments require us to consider regulations with a wide view of our sport.

At the end of last year, a focus of the Committee was to recommend to the Board to award Double Handed World Championships for the next 4 years. This has been done with the first event having been conducted and the next three contracted.

If this event is to be held in Brisbane 2032 then the evidence of multiple World Championships is essential.

Double handed offshore racing has dramatically grown in the last few years and comprises a significant percentage of the fleet in events such as the Rolex Fastnet Race amongst others.

The World Sailing Olympic Vision is a perfect back drop to the proposed offshore double handed event. It would create enormous interest in our sport and would create a seismic shift in non-sailors' interest in sailing. We now have agreed to recommend to the Board to re-establish the Offshore Advisory Group to grasp the opportunity and design the event. This group would design the potential event to hopefully gain the relevant approvals required.

I envisage the event to be one race, the winner gets gold.

Our views on the success of this event from a media event are confirmed by sporting media experts. It would be the only event being run live and would be a marathon on the water creating human interest with sport over a multi-day format.

Other updates are as follows:

- Further discussion on technology and its impact on offshore racing have been led by Stan Honey. We have implemented these recommendations to Organising Authorities via the Offshore Special Regulations (OSR's).

- Keel Fatigue Working Party continues to make progress with improving keel attachment standards to protect the safety of our crews. This is ongoing and is fundamental to our sport. We hope to achieve results in this area in the reasonably near future. The most important safety area we can address as a sport is to ensure that keels remain attached.
- The Special Regulations Sub-Committee have approved many submissions to improve the OSR's and to make them easier to read and understand. This evolution is in very good hands as the Sub-Committee, Chaired by Sally Honey and Vice Chaired by James Dadd, makes carefully thought through improvements to the regulations. The OOC Committee have also approved these submissions.
- The lack of consistent reporting's of incidents remains an issue. The co-operation with inquiries into any major incident is also an issue. A re-draft of Regulation 38 is to be proposed next year in co-ordination with the Safety Commission. There is a necessity to define incidents in a clear fashion to support compliance in reporting.
- With the creation of the Safety Commission, it is noted that both the OOC and the Commission have roles in advocacy in relation to safety. Co-ordination will be required, and some staff resources will be needed to assist with this function.
- The Committee have created a working party to study stability for a possible future submission to the OSR's. The Chair and Vice Chair will determine the composition of this working party.
- Oceanic Concordat continues the co-ordination of oceanic events, this is appreciated by race organisers

and will continue as a co-ordination hub for oceanic races.

- I wish to thank all the Committee, who are volunteers, and the staff who have supported the Committee this year. It has been a terrific team effort and a pleasure to chair the Committee in 2023.