

The Oceanic and Offshore Committee met at the Hotel NH Malaga, Malaga, Spain at 09:30 – 17:00 (UTC+1) on Thursday 16 October 2023



Please refer to the World Sailing <https://www.sailing.org/inside-world-sailing/organisation/governance/conferences/2023-world-sailing-annual-conference/> for the details of the submissions on this agenda.

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Present:

Matt Allen (AUS) – Chairman
Corinne Migraine (FRA) – Vice Chair
Jose Frers (ARG)
Paddy Boyd (IRL)
Bruno Finzi (ITA)

Sally Honey (USA) - Chair Special Regs SC
Denise Caffari (GBR)

Philip Baum – Vice-President

Yann Rocherieux – Vice-President

Stan Honey (USA)

Glen Stanaway (AUS) – Chair Sailor Classification Commission

Alan Massey (GBR) - Chair International Regulations Commission

Apologies:

Hylton Hale (RSA)
Cuneyt Buyukucek (TUR)
Simon James (THA)
Kun (Vicky) Song (CHN)

Yasutaka Funazawa (JPN)

Diane Ried (CAN)

Claire Renou (FRA)

Also in Attendance:

Alexandra Rickman (WS Head of Sustainability)
Jaime Navarro (WS Director of Technical & Offshore)
Richard Hinterhoeller (CAN)-Special Regs SC
Per Bøymo (NOR) - Special Regs SC
Zoran Grubisa – Offshore Racing Congress
Rob Weiland – TP52 Class Association

Katrina Ham (WS Offshore Executive)

Christophe Gaumont - Special Regs SC

Johannes Christophers (GER) - Special Regs SC

Phil Lawrence (GBR) – The Ocean Race

Andrew McIrvine – International Maxi Association

1. Opening of the Meeting

- (a) An introduction and welcome to the members of the Committee.

Matt Allen welcomed Committee members and observers to the meeting. He noted the number of items on the agenda and emphasised the need for members to be concise.

Philip Baum welcomed members of the Committee and thanked them for their contributions. He thanked the city of Malaga for hosting the conference before summarising the major events in 2023 including the test event and the Allianz Sailing World Championships. While noting the Executive Office is understaffed, he reported on the improved financial position. He also noted that there are promising commercial

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discussions underway. An update on the ongoing work regarding the governance reform was also given.

Philip Baum reported a recent discussion with Don McIntyre regarding the Golden Globe Race(GGR) and Ocean Globe Race(OGR). Mr McIntyre, as race organiser of the GGR has shown an interest in engaging with World Sailing (WS) with a view to identifying differences with WS Offshore Special Regulations (OSR) and how to resolve these differences if possible. The first step will be to have the technical staff evaluate a memorandum submitted by Mr McIntyre. There was a discussion as to the status of the GGR and the OGR as they do not have WS special event status, class affiliation or are affiliated via a Member National Authority (MNA). It was therefore established that the races and his company are not affiliated with WS.

Some discussion was had regarding the differences between OSR category 0 and the past races held by Mr McIntyre's company and the potential risks involved if there was a divergence. It was also discussed that it is a matter for the Organising Authority (OA) to make changes to the OSR's as they are a guide for OA's. It was noted that in many category 0 races, OA's make changes to the OSR's.

(b) Apologies for absence

Apologies of absence were noted from Hylton Hale, Cuneyt Buyukucek, Simon James, Kun (Vicky) Song, Yasutaka Funazawa, Diane Ried and Claire Renou.

(c) Declaration of conflicts of interests

While no additional conflict of interested were noted, Matt Allen reminded members to regularly review and update their declarations.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Oceanic and Offshore Committee meeting of 27 October 2022 were noted.

(b) Minutes Matters Arising

No additional matters arising not covered elsewhere on this agenda were raised.

3. Chairman's Report

Matt Allen thanked committee members for their work over the past year, referencing the virtual meetings held throughout the year. Emphasising it was a board decision based on the recommendation of the Oceanic and Offshore Committee, the WS expert committee, Matt Allen noted the process of awarding the Offshore Double-handed World Championships. Matt highlighted the importance of the Committee to the sailing community, noting the percentage of sailors worldwide that compete on offshore capable boats. He stressed the need to think broadly to represent the diversity of the sailors and offshore events around the world.

Referencing the draft Olympic Vision document, Matt highlighted the potential for offshore to be considered for Brisbane 2032, noting it could be the shift that sailing needs at the Olympic Games. Matt Allen noted that the main objective at the last Annual Conference was to develop the Offshore Double-Handed World Championships. He reported that the objective was now on track with the event this year and plans in place for 2024-2026. The work regarding technology in offshore racing was noted, highlighting the contribution of Stan Honey in assisting in the appendix proposed for the Offshore Special Regulations (OSR). Matt Alen referred to the challenges around keels as

fundamental for the sport. He thanked Sally Honey, James Dadd and the Special Regulations Subcommittee for their work, noting the large number of submissions.

4. Technology and Offshore Racing

Stan Honey outlined the ways organising authorities are currently taking the lead by making decisions in this area. He noted that organising authorities can amend the Racing Rules of Sailing (RRS) with the exception of rules listed under RRS 86. He observed that preventing rules from being changed by including them under RRS86 might be too heavy handed. Stan recalled a historical example where the use of rubber bands or yarn to stop spinnakers was banned to avoid environmental pollution, and that was agreed to be sufficiently important to list in RRS 86 making it unchangeable. The use of the OSR in regulating technology as an alternative to the RRS was also raised. Stan Honey noted that the use of the OSR is not mandatory and the OSR can be changed by event organisers.

Stan Honey recalled some of the challenges regarding the use of auto-pilots including the desire for double-handed boats to be scored against fully-crewed. Recalling his experience in Gitana 17, Stan Honey noted that if a helm can see the water, they can out-perform autopilots. However, he reported that when visibility is limited at night, the performance is about equal. He predicted that pilots will soon perform as well as human helms as scanning technology advances. He expressed concern about the future of the human factor in the sport, forecasting a potential future whereby top teams have a rotating shift of analysts on shore who tell the sailor/s on board what to do and when. He suggested an approach to managing this could be limiting the distance away from a boat that data can be gathered from eg: the wind and sea surface measured by scanning.

Noting other challenges in high performance boats, he outlined the challenges with permitting sailing from below deck. He emphasised the need for sailors to be protected but also the importance of watchkeeping. A hard dodger or casquette was discussed as an alternative that provides protection to the crew but also allows the crew to have good visibility. Corinne Migraine expanded on this topic and the Ultim Class. It was noted that if a Class wants to allow a particular aspect, they can. The performance advantages of a lower centre of gravity and lower windage of a crew below deck were highlighted, however it was agreed that it is important to not make the current fleets uncompetitive. Christophe Gaumont reported on the current situation on the Ultim Class, noting that the issue has not been finalised and the Class is planning new Class Rules after the round-the-world race.

Jaime Navarro noted that communication between the executive office and IMOCA had improved over the past year and that they are currently considering a Class Rule to address the challenge of visibility. The place of Organising Authorities in managing the challenges was discussed, however Stan Honey noted that the only method of making any restrictions binding would be via RRS86. Corinne Migraine reported the pressures Organising Authorities are put under by the Classes.

The differences in attitudes toward the use of technology was described by Stan Honey. He noted that in France the sailing community welcomed technological development whereas elsewhere the world was generally more resistant to the changes. Corinne Migraine noted that the development is currently concentrated around Lorient in Brittany however expects it to spread. Paddy Boyd raised the question regarding the impact of drones. Stan Honey noted that while they are great from a media and promotion perspective, he thinks a limit on the distance away from the boat they can operate could be beneficial to reduce their competitive advantage.

Matt Allen noted the potential for a submission to the Racing Rules of Sailing next year and noted he would welcome feedback from Committee members. Glen Stanaway suggested testing at a national prescription level before submissions to the Racing Rules, noting he was happy to suggest to Australia. Matt Allen also noted the increase in data capability and energy that is required, linking to sustainability objectives. Referring the historic changes to sport after the introduction of canting keels, he stated the option of choosing to lead the sport. Yann Rocherieux emphasised that it is the duty of the Oceanic and Offshore Committee to set the direction however noted that it is important

to not set rules that can't be controlled. Corinne Migraine expressed the opinion that the pressures regarding sustainability and safety will limit some of the technological developments. Rob Weiland reiterated the need to keep the sport for humans and the need to show leadership, re-iterating the potential for future sailors onboard being maintenance experts with decisions being made remotely. Stan Honey noted the position of the Americas Cup where they are at a stage where jobs are being created to give crew members something to do. Phil Lawrance also highlighted the importance of the human element. Jeremy Wilton noted that this is a frequent topic of discussion on Royal Ocean Racing Club's (RORC) working groups. It was agreed that this is an important topic for the Committee to take leadership in.

5. International Regulations Commission

Alan Massey gave an update on the work of the work of the International Regulations Commission over the past year. He reported on the trend of increasing scope and ambition of regulators as well as the focus on environmental and sustainability factors. He noted both the International Maritime Organization (IMO) and European Commission's targets for green-house gas emissions, the establishment of a Particularly Sensitive Sea Area (PSSA) in the north-western mediterranean as well as the challenges regarding end-of-life of boats and bio-fouling. He also gave an update on the progress of Marine Autonomous Surface Ships (MASS), lost containers and the IMO Polar Code. He noted that soon more regulations will capture recreational craft and could rend large percentages of craft unusable. The concerns of the Commission regarding the increase in interactions between yachts and commercial vessels due to the increase in offshore energy installations was also recalled. The global decrease in piracy was reported as a positive, while noting the two areas of concern being Malacca/Singapore area and Latin America/Atlantic. He also reported on the monitoring of Per- and Polyflurinated Substances (PFAS) restrictions.

6. Working Parties

(a) Keel Improvements

Richard Hinterhoeller updated the Committee on the work over the past year. He noted the three major areas being considered: is standard robust enough, is it being followed and how to identify failures before incidents occur. He explained the challenges noting that annexe F of the ISO (International Organization for Standardization) standard is advisory. Richard also noted that ISO standards are only mandatory for boats sold in the European market. He recalled an example given in the Special Regulations Subcommittee where James Dadd knows of 3 boats where designers have requested builders to change the design to make it work ones the manufacturer has said the original design is not possible. The challenges regarding inspections were also noted, with Richard Hinterhoeller predicting it becoming a future issue for WS. Matt Allen thanked Richard Hinterhoeller and David Lyons.

(b) Universal Measurement System (UMS)

Matt Allen noted that no written report was supplied by the working party. Zoran Grubisa reported on the progress over the past year including identifying differences in the way equipment is used. He noted that Offshore Racing Congress (ORC) has proposed changes and has agreed to implement them. Matt Allen noted that it was good to hear that the work continues.

(c) High-Performance Offshore Racing

Sally Honey reported on the steps taken over the past year to try and create an appendix for the OSR to cover some of the challenges posed by modern designs. She noted that it was now being managed by classes in their Class Rules. Matt Allen noted that the OSR is the baseline for the majority of boats and he was comfortable with this. Jaime Navarro highlighted this was linked to the topics of technology and safety. He

emphasised that the matter is not resolved given the trend of technology filtering down to a greater proportion of boats. He suggested identifying common ways OA's and Classes manage the changes. Jaime Navarro reiterated the importance to be proactive and suggested having a group for this. Matt Allen suggested the Oceanic Concordat.

7. Safety Update

(a) An update from the Safety Panel

Katrina Ham summarised the work of the Safety Panel referring the supporting paper provided. She noted that Hannah Stodel and Alexandra Rickham would be joining the Safety Panel following Alastair Fox's resignation. She reported on the challenges in reporting as well as the resistance faced when following up on incidents, including with designers and notified bodies regarding keel failure. She also reported the establishment of the Safety Commission.

Sally Honey gave an update on the Safety Commission meeting earlier in the week. After explaining the objective of complementing the work of other Committees and Commissions, Sally recalled the topics discussed at the meeting. This included the risk to the WS brand, the ambition to capture a wider range of incidents including those that occur outside events governed by the Racing Rules of Sailing. She recalled concerns regarding chase boats at events as well as the role that coaches play in identifying and preventing incidents. The ambition of improving the incident reporting portal was also noted. Jaime Navarro noted the objective of the Commission to co-ordinate and direct other Committees and thanked Philip Baum for championing the Safety Commission.

Philip Baum reiterated the objectives of the Safety Commission and explained the process of constituting it. He noted the decision to exclude people from industry as members of the Commission to encourage sharing of difficult lessons learnt and minimise potential conflicts of interest. However, the Regulation allowed co-opting industry experts where specialist advice was needed. He emphasised the view that one life lost is one too many. Philip Baum described the Chair Nick Sloane's background as a sailor and as salvage expert, noting his knowledge and contacts in the insurance industry. Paddy Boyd re-iterated the need for a clear definition of incident and noted the complexities in developing one. The example of the Nexba keel failure was discussed and noted as unacceptable. Stan Honey recalled the history of Rambler 100's keel loss and the non-disclosure agreements that were required to be signed in order for the Oceanic and Offshore Committee and Special Regulations Sub-committee members to view the report. He suggested developing a rule making it clear that entries in a race are expected to participate in incident investigations, to make it easier for owners to push back against insurance companies who request confidentiality after an incident.

Corinne Migraine commented on the incident at the finish of the Route du Rhum that resulted in 2 fatalities. She expressed the hope to see changes, however noted it is difficult with the pressure of sponsors. She reported on the limitations around the start of the recent Transat Jaques Vabre to limit the number of spectator boats. She suggested that guidance for event organisers should be an objective for the Safety Commission.

(b) Discuss potential submission regarding Regulation 38, Safety Reporting.

It was noted that the Safety Commission has a working party to review this for the mid-year meeting next year and it was agreed it would be beneficial to collaborate.

8. Reports from Rating Systems

Reports from World Sailing International / Recognized Rating Systems:

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(a) ORC International and ORC Club

Bruno Finzi provided an update on the ORC over the past year. He noted that number of boats has increased. He noted that the ORC events and certificates promote both fully-crewed and double-handed racing. He noted the 2024 ORC World Championships will be held in Newport, USA while the 2024 ORC European Championships will be held in Mariehamn, Finland. While the 2024 ORC Double-Handed World Championships will be held in Oslo, Norway, the 2024 ORC Double-Handed European Championships will be held in Caorle, Italy. Bruno also noted the 2024 ORC Sportboat European Championships would be held in Valencia, Spain.

(b) IRC Rating Rule

Jeremy Wilton provided an update on IRC, noting that it is managed by both the RORC Rating Office and Yacht Club de France. Jeremy Wilton reported a 5% increase in boats since last year. While providing an overview of the events over the past year, Jeremy Wilton summarised the 2023 Fastnet Race including detailing some of the safety procedures and decisions. He noted that there is an ongoing review to identify lesson learnt from the event. He noted the 2024 IRC European Championship will be held in Dun Laoghaire, Ireland. He also outlined the intentions for the 2024 IRC Double-handed European Championships. Jeremy Wilton outlined the technical changes for 2024 including changes regarding headsails and sustainability. He also confirmed that page 2 of the IRC Rating Certificate will be made public. Matt Allen welcomed the publication of page 2 but encouraged further transparency so that page 1 was also available online to reduce measurement related issues. Jeremy agreed to take the comment back to the technical committee.

9. Submissions

(a) Submission 021-23 regarding RRS 56/ 56.3 and the use of AIS.

Matt Allen recalled the history of the submission and the work of Stan Honey and Richard Slater in its development, with the emphasis on safety. Stan Honey highlighted the choice of wording and how it would not apply during an inshore race unless a specific rule required an AIS to be aboard. The members of the Committee voted unanimously to approve the submission.

Opinion of the Oceanic and Offshore Committee: Approve

(b) Submission 98-23 regarding Regulation 10.2.1 and global distribution requirements.

Matt Allen explained the objective of the submission while linking it to the work of the Class Review Working Party. He emphasised the need for the submission, in particular regarding Classes such as IMOCA that while concentrated within one region and predominantly one country, attract skippers from around the world. The members of the Committee voted unanimously to approve the submission.

Recommendation of the Oceanic and Offshore Committee: Approve

(c) Submission 106-23 regarding Regulation 10.5 and the requirement for an International Measurer.

Katrina Ham explained the progress over the past year with IMOCA and Class 40. She reported that both Classes sent measures to the international measurer (IM) seminar this year. She also thanked Christophe Gaumont for his work with the Race Official Committee to ensure their principal events will be recognised in the future. She detailed

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how both Classes are on track to fulfil the requirement in 2025. She explained that the extension is required due to it being currently impossible to become IM's due to the lack of World Championships. Highlighting the Class review process, she emphasised the important for ensuring the Regulations are fit for purpose for offshore classes. Andrew McIrvine noted that only 11 classes currently met all of the criteria in the Regulations. The members of the Committee voted unanimously to approve the submission.

Recommendation of the Oceanic and Offshore Committee: Approve

- (d) Submission 114-23 regarding Regulation 30.3 and OSR Interpretations.

Jaime Navarro explained the submission and the objective of providing clarity. Sally Honey noted that she thinks it will make the process easier to manage. The Committee discussed the limitation of 2 years and debated the possibility of extending it. The members of the Committee voted unanimously to approve the submission.

Recommendation of the Oceanic and Offshore Committee: Approve

- (e) Submission 131-23 regarding the Equipment Rules of Sailing – C.6 - Boat definitions

Katrina Ham explained the intention of submission 131-23, 133-23, 140-23 and the objective of making the Equipment Rules of Sailing more offshore friendly. While the wording was analysed, Jaime Navarro emphasised that the objective is to look at the concept not the wording. The three submissions were voted on as a block. The members of the Committee voted unanimously to approve the submission.

Opinion of the Oceanic and Offshore Committee: Approve

- (f) Submission 133-23 regarding the Equipment Rules of Sailing – C.7.1 – Terms

Opinion of the Oceanic and Offshore Committee: Approve

- (g) Submission 140-23 regarding the Equipment Rules of Sailing – Section G - Sail definitions.

Opinion of the Oceanic and Offshore Committee: Approve

- (h) Note any other submissions of interest.

No other submissions were raised.

10. Offshore Advisory Group

Matt Allen recalled the history of the Offshore Advisory Group in the lead up to the decision regarding Paris 2024. He noted the objective of designing the offshore event for Brisbane 2032. He recalled the requirement to request the Board for cross-committee co-operation. He detailed his position and experience with the IOC as well as the opportunity to discuss with the IOC staff. Philip Baum welcomed the enthusiasm but emphasised this would need to be part of a wider WS strategy.

Jaime Navarro noted the need to align expectations, emphasised that this needs to be led by the Committee and not the office, due to the office needing to reflect all types of racing without showing preference. This raised the challenges of no specific body representing the double-handed community,

Paddy Boyd noted the need to win over internal bodies within Worlds Sailing as well as the IOC. Citing the example of Modern pentathlon, he emphasised the need for a specific strategy. Matt Allen noted that he wants to have the support of the Committee to go to David Graham to request support. Jaime Navarro suggested a vote in principle to establish the group. The members of the Committee voted unanimously to support the principle of an Offshore Advisory Group.

11. Offshore Double-Handed World Championships (One-Design)

(a) A report on the 2023 Offshore Double-Handed World Championships

Referencing the paper circulated to committee members, Matt Allen noted that the report illustrated a number of lessons learnt which would be to the benefit of future events. He highlighted the importance of a better adherence to the OSR in Race Documentation. Creating a track record of events since the inaugural one had been helpful and the organisers were to be acknowledged for hosting in 2023.

(b) An update on the plans for 2024+ Offshore Double-Handed World Championships

While it was noted that a formal announcement had not yet been made, Jaime Navarro recalled the selection process over the year and the objective of the event reflecting the double-handed fleets around the world. He informed the Committee several contingencies have been put in place, and the Sun Fast 30 One Design fleet was now in production.

Jeremy Wilton outlined the plans for the 2024-2026 Offshore Double-Handed World Championships. He reported that he expected more than 10 boats being available for the 2024 event. He summarised the role of the 3 main parties in the host group: Lorient Grand Large, Royal Ocean Racing Club and Yacht Club de France. Jeremy Wilton also reported that over 50 boats have been ordered with contracts signed, from the manufacturer.

The Committee discussed various aspects of the event including the ownership of the boats and how the one-design aspects would be managed. Whilst it was noted that the manufacture had a history of producing strict one-design boats, Jaime Navarro reported that the boats for the event would be owned and managed by one entity, Cap Regatta with bases in Lorient, Cowes and Marseille. Jeremy Wilton also noted that Cap Regatta will have an internal tracking system to monitor the fleet. There were ongoing discussions around new sails for each event. The level of investment by Cap Regatta in the fleet was highlighted and the potential implications for the use of the boats noted.

The Committee agreed that the one-design aspect was critical to the event and should be closely monitored. Matt Allen made the comparison to match racing events which also face challenges with supplied equipment. The sustainability aspects of the Sun Fast 30 One Design were also discussed.

The cost of the entry fee was also discussed, with Jeremy Wilton reporting the aspiration of lowering it. Denise Caffari questioned the plans to ensure worldwide participants, in particular from emerging nations. It was agreed that a wide representation of nations and continents is desired and should be a key objective of the event.

12. World Sailing Class Status

(a) Review of Class Status

Paddy Boyd explained the process that has been undertaken this year by the WS Class Review Working Party. He summarised the Classes that the working party has made various recommendations for, including the loss of WS Class Status. Focusing on the offshore Classes identified by the working party, Paddy Boyd detailed the interacted

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interactions with Classes throughout the year. Jaime Navarro recognised that the Regulations need to be reviewed but emphasised the desire of the Equipment Committee to have a recommendation from the Committee regarding the offshore classes.

Ocean 65

Regarding the Ocean 65, Paddy Boyd informed the Committee that the Class was given Class Status as a result of their involvement in The Ocean Race. As the Class will no longer be included in The Ocean Race, there has been a lot of changes in the Class which is trying to rebuild including their constitution and Class Rules. It was noted that a letter from the Class had been circulated to all Committee members. The option of deferring the decision to give the Class more time was discussed and Phil Lawrance reported on attempts to assist the Class in their re-establishment.

The possibility of re-applying in the future or becoming a Special Event was also mentioned. The members of the Committee voted unanimously to approve the recommendation of the working party.

Recommendation of the Oceanic and Offshore Committee: To approve the recommendation of the Class Review Working Party to approve the withdrawal of WS Status.

IMOCA

Paddy Boyd noted the challenges of the Class in meeting the current Global Distribution requirements. He reported that the working party is happy with the progress made with regarding other aspects. While discussing the impacts of Class Status it was noted that plaque fees do not cover the expense of services provided, but it was agreed that the IMOCA Class represents successful sailing and inspires other to go sailing. The members of the Committee voted unanimously to approve the recommendation of the working party.

Recommendation of the Oceanic and Offshore Committee: To approve the recommendation of the Class Review Working Party to maintain WS status but recommend withdrawal at the 2024 Annual Conference if the class agreement is not updated by the 2023 mid-year conference.

Swan 45

Paddy Boyd informed the Committee of the recent communications with the Class however noted that the Class is far from meeting the requirements for global distribution in Regulation 10.2.1(d). The Class reported having only 4 boats actively racing in 3 countries in 2 continents. The members of the Committee voted unanimously to approve the recommendation of the working party.

Recommendation of the Oceanic and Offshore Committee: To approve the recommendation of the Class Review Working Party to approve the withdrawal of WS Status.

X-41

Paddy Boyd explained the Class does not meet the requirements as set out in the WS regulations and highlighted the communications received from the Class. The members of the Committee voted unanimously to approve the recommendation of the working party.

Recommendation of the Oceanic and Offshore Committee: To approve the recommendation of the Class Review Working Party to approve the withdrawal of WS Status.

13. Offshore Special Regulations

In accordance with World Sailing Regulation 15.17.6(c) the Oceanic and Offshore Committee is responsible for approving the Special Regulations on behalf of Council and the submissions are numbered 'SR'.

- (a) To note the agenda and supporting papers of the Offshore Special Regulations Sub-committee the Offshore Special Regulations Sub-committee.

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 in November 2023. The sub-committee voted to uphold the interpretation.

- (b) To receive recommendations from the Special Regulations Sub-committee on 'SR' submissions.

Sally Honey reported on the meeting of the Special Regulations Sub-committee. She explained the submissions that were voted on at the meeting as well as detailed the friendly amendments that had been made to several. It was agreed that the Committee would vote on all the SR submissions as a block, except for SR09-23 and SR10-23 regarding stability.

On a proposal by Sally Honey, seconded by Stan Honey, submissions SR01-23, SR02-23, SR03-23, SR04-23, SR05-23, SR06-23, SR07-23, SR08-23, SR12-23, SR13-23, SR14-23, SR15-23, SR16-23, SR17-23, SR18-23 as recommended for approval by Special Regulations Sub-committee were unanimously approved to be effective 1 January 2024.

Recalling some of the discussions from the Special Regulations Sub-committee meeting, Matt Allen suggested the Committee approve the recommendation regarding SR09-23, citing that it puts sailing in a better place. He also suggested appointing a working party to look further at this submission as well as SR10-23. He suggests the terms of reference will be proposed by the Chair and Vice-Chair of the Committee who will also appoint the members of the working party. Stan Honey supported this noting it is important to manage the phasing out of SSS stability in a way that doesn't damage the sport. Bruno Finzi expressed his support for the proposal and recommended Richard Hinterhoeller and Andy Claughton are included. He also emphasised that safety should be the focus of the discussions. Glen Stanaway suggested the inclusion of an independent chair, specifically someone who has not shown their support to either SR09-23 or SR10-23. The members of the Committee voted to approve SR09-23 and the establishment of a stability working party.

14. Sailor Categorisation Code

Matt Allen thanked Tom Rinda for his work as previous chair of the Sailor Categorisation Commission. Glen Stanaway also noted Tom Rinda's contribution to the Commission as well as noting Carroll Abbott and Bunmi Fatunla for their contribution. He reported on the work of the Commission to restore the normal level of service thanks to the members. Glen Stanaway also reported on the challenges in re-recruiting women to join the commission and welcomed suggestions from the Committee. Yann Rocherieux thanked the previous members for their work as well as Glen Stanaway for stepping forward.

15. Oceanic Concordat

Corinne Migraine reported on the meeting of Major Oceanic Event Organisers held in on 27 January 2023. While the meeting was interesting and promoted discussion, she highlighted the need for objectives and goals for future meetings. Sustainability, the calendar and safety were noted as potential topics, however it was noted that the increasingly busy calendar would be very challenging to manage. Matt Allen thanked Corinne Migraine for her work leading the meeting. Jaime Navarro noted the benefits from building closer relationships post this year's meeting but emphasised the desire for direction from the Committee going forward to justify the allocation of resources. Phil Lawrance provided the perspective of a race organiser. He noted the challenges of crowded calendar and the vested interests of events and Classes but noted it provided a platform for discussion.

16. World Sailing Speed Record Council

Stan Honey updated the Committee of the work of the World Sailing Speed Record Council. He noted the change of staff, with Simon Forbes taking on the role of secretary. Stan predicted that lots of records will be broken with the increase in foiling boats. He also recalled the history of Holcim PRB and the 24-hour monohull record. Philip Baum emphasised that World Sailing needs to do more to celebrate more areas of the sport such as the speed records.

17. World Sailing Sustainability Agenda 2030

Alexandra Rickham reported there has been an increase in resources in her department before giving an update on the World Sailing Sustainability Agenda 2023. She noted that only 7 objectives had not commenced, while emphasising even objectives considered completed must remain under active monitoring. She referenced the submission to the OSR regarding offshore renewable energy and the discussions around the timeline and 20% target. Alexandra Rickham also answered questions regarding biofuels, noting they are not considered renewable. Stan Honey suggested clarifying this in future communications. The target of 20% was also debated. Phil Lawrance recalled the experience of The Ocean Race where the requirement for renewable energy was added, however a diesel engine was also required if required for ocean rescue.

Alexandra Rickham also reported on challenges facing the industry such as droughts and the impact of mitigations against bio-security. Alexandra Rickham reported on the lack of progress on the ambitions regarding LCA's for the Olympic Classes due to lack of resources and funding but noted it is an objective for Q1 2024. She highlighted that sustainability will be a criteria for events and equipment for Brisbane 2032.

The World Sailing Sustainability Agenda 2030 was noted and is available [online](#). Other WS sustainability programmes can be found [here](#).

18. Any Other Business

Jeremy Wilton informed the Committee of RORC's plans to relaunch the Admirals Cup in 2025.

The meeting closed at 16:27.