

2025 Offshore Double Handed World Championship

Report Summary

The 2025 Offshore Double Handed World Championship featured 21 teams representing 14 MNAs across 5 continents. The format included 2 qualification races, a repechage race and a final. The weather allowed for great racing in the qualification stages, however the limited wind dramatically cut short the final.

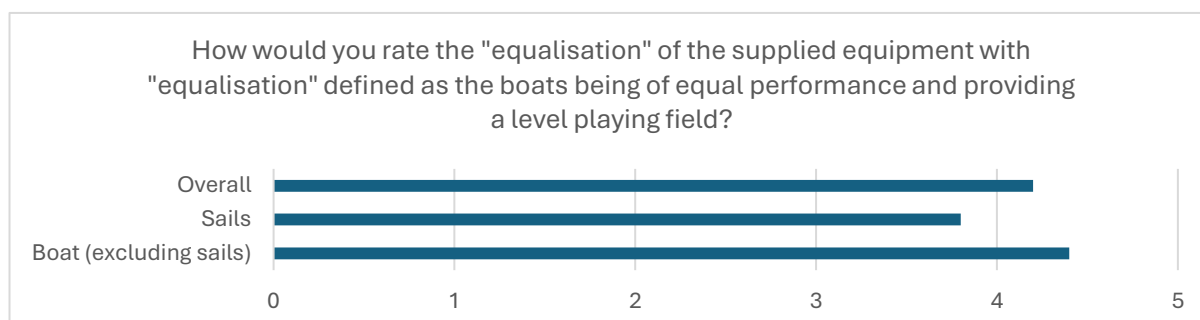


Post prize giving celebrations © Paul Wyeth/RORC

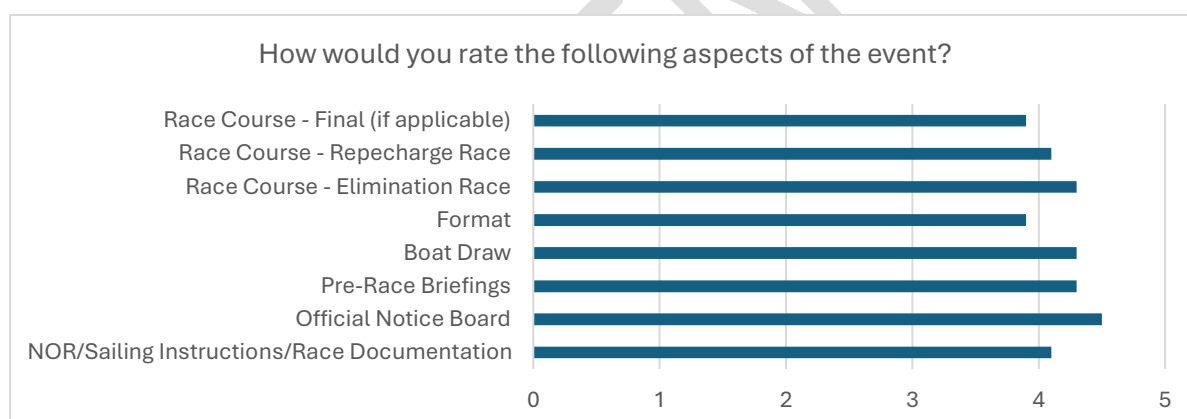
While not part of the Organising Authority (OA), the Executive Office tried to maintain regular communication with the Host Group (Lorient Grand Large, Cap Regatta, Royal Ocean Racing Club, Yacht Club de France and Jeanneau). While the Host Group was the same as 2024, there were changes to the leading organisations and personnel. Participants and Race Officials noted that not all lessons learnt from the previous edition had been actioned. Potential lack of co-ordination within the Host Group at times impacted on the preparation of the event. The ramifications of this impacted the experience of the Host Group, Race Officials and participants as well as the ability for the Executive Office to ensure compliance with World Sailing (WS) requirements.

This report is based of interactions with the Host Group, Race Officials, observations at the event and feedback from competitors collected onsite as well as post event. The following outcomes were identified:

- The mainly self-funded participants appreciated the opportunity to represent their countries and race double handed in a one design fleet. While a key aspect of the event which facilitates so many teams from different countries to participate and provides a level one-design playing field, the event highlighted the complex implications of supplied equipment that requires adjustments to typical offshore race practices.
- Reflecting the significant effort and time put into the equalisation process by the Host Group, participants were generally confident that the boats were equalised to provide fair competition. *Score for Equalisation – Boat (excluding sails): 4.4 out of 5.*



- While acknowledging the challenges for the Equipment Supplier, participants found the equalisation of the sails to be lower than of the hull. *Score for Equalisation - Sails: 3.8 out of 5. Score for Equalisation – overall: 4.2 out of 5.*
- Teams appreciated the assistance provided by the Equipment Supplier with boat preparation. *Score for Technical support from Equipment Supplier: 4.4 out of 5.*
- The boats generally met the requirements of OSR Category 3+, and any concerns raised were proactivity managed by the Equipment Supplier. While significantly fewer than in 2024, some concerns were raised over the reliability of some of the safety equipment, in particular the strength and programming of AIS. It was also noted that and that key documents including safety location charts/plans and navigational instructions were only supplied in French. *Score for supplied equipment – safety equipment: 4.5 out of 5.*
- The new rudders were a welcome improvement by past participants however concerns remain regarding the installation.
- While praising the efforts of the OA, participants felt certain aspects of the event to be un-coordinated particularly Race Documentation and the use of WhatsApp groups for official communication.
- The addition of the repechage race was welcome by participants however the increased duration of the event was noted as financially challenging for all parties. Some participants also commented on the amount of time spent waiting between races. *Score for Format: 3.9 out of 5.*



- Participants appreciated the live draws but noted confusion between using boat names rather than numbers etc. Feedback for the method of splitting the entries into qualifying groups indicated that random selection ensuring MNAs with two teams separated was the most preferred, if required. *Score for Draw: 4.3 out of 5.*
- Teams reported that pre-event communication (*score 3.5 out of 5*) was late and not kept up to date. While participants valued the photos and social media coverage during the event (*score 3.8 out of 5*) it was noted that it was limited in the lead up.
- The limited overlap between WS Officials and offshore events provides additional challenges to find suitable people for key positions with relevant skills as well as the understanding the expectations and requirements of a WS recognised event. After working with the Executive Office to approve the Race Officials proposed by the OA early in the year, changes to the International Jury were made without prior approval by WS.
- In addition to not being part of the OA, the Executive Office was requested to reduce the time overseeing the event this year, relying on the OA to action the lessons learnt from last year. This limited the Executive Offices ability to monitor the event.

- The event highlighted that resource requirements for the format, the equalisation process and to meet WS standards including Race Official requisites, are significant and could be a barrier to OAs who might consider hosting the event in the future.
- 100% of the teams noted they intend to request an entry in the 2026 event in the post event survey.

In conclusion, while many further lessons were learnt, the Host Group delivered a successful event that showcased the international attraction of double handed racing and rose to the challenges posed by supplied equipment.

Useful Links:

[Online Notice Board](#)

[Tracker](#)

[Wrap up Video \(YouTube\)](#)



FRA 1 after winning the final. © Paul Wyeth/RORC

Recommendations for the Host Group:

- Supply a detailed proposed timeline for the lead up to the 2026 event and confirm the members of the Host Group going forward to the Executive Office by 18 November 2025.
- Clarify the roles and responsibilities within the Host Group and share with the Executive Office by February 2026.
- Appoint a project manager to be the point of contact for all members in the Host Group and to lead the project by 1 December 2025.
- Work with feedback and learnings (including from Race Officials) from previous editions to put in place processes to reinforce safe practices and minimise challenges for participants, such as:
 - Require Radio checks ahead of each race.
 - Management of access to supplied equipment to support the Equipment Supplier and Technical Committee.
 - Proactive management of the start/finish areas.
 - Ensure the IRO, TC and Jury representatives are on the water for all starts and the TC and IRO are present at all finishes.
 - Have sufficient ribs/support vessels to support the event needs including the Jury / TC in addition to the Technical Support on the water. Ensure the TC has adequate seals for the event.
 - Clearly identify OA ribs with flags and radio calls at night to help participants identify them.

- Comply with all WS requirements including those regarding Race Officials.
- Ensure Race Documentation / pre-event communication :
 - Considers feedback from WS, Jury Chair, IRO and TC Chair.
 - Includes:
 - The collection of WS SailorIDs.
 - An active and updated Request for Information platform.
 - Revised redress and protest times to account for the specifics of the event eg: engine seal procedures, double handed etc.
 - Specify requirements on what must be kept on board, eg: lifejackets, number of fenders/dock lines etc.
 - Require the RC to have listening watch on Ch 16.
 - Clearly clarify the position of Class Rules. If Class Rules are to be used, make sure they are provided in English in Standard Class Rule Format.



AUS 2 in Qualification Race 2 © Paul Wyeth/RORC

- Review and action the feedback regarding the supplied equipment including:
 - Resealing of all rudder brackets.
 - Supply basic tools with the boats.
 - Safety Equipment.
 - Update AIS settings to be consistent eg: boat name or boat number.
 - Produce a video how to use key safety equipment as part of the pre-event communication.
 - Review the type of seals used to ensure they are fit for purpose and the processes around them in collaboration with TC.
 - In conjunction with the TC, hold navigational light inspections.
 - Consider a detailed inventory as part of the check in/out process with formal declarations for teams.
 - Ensure all boats have sail selection charts and equipment location charts that are legible.
- Supply or ask teams to bring flags to make it easier to distinguish boats at start/finish and for media purposes.
- Offer a spectator boat to promote sustainable practices, safety and engagement of teams during waiting periods.
- During live draw, use hull numbers rather than boat name to provide clarity to competitors
- Consider supplying reusable water containers in line with WS sustainability agenda.

- Hold a mandatory safety briefing for all teams at the start of the event to ensure the information is provided is consistent. Consider a presentation when describing local hazards to provide context to participants.
- Collect MMSI data for personal AIS devices and publish to avoid confusion with competitors and wider stakeholders.
- Consider a different tracking supplier and increase frequency of updates.
- Provide more details on the equalisation of the rig and sails in the Equalisation Report, including how the wear on sails is calculated.
- Consider the possibility to provide the required insurance to teams at an additional cost.
- Ask MNAs to nominate reserves or a contact number to confirm approval for last minute crew change requests.
- Submit an event specific risk assessment to the Executive Office before the start of the event.
- Keep the online notice board live for a period following the event to promote transparency.



Fleet heading to the needles © Paul Wyeth/RORC

Recommendations for World Sailing:

- Confirm the proposal by the Host Group for the 2026 event as soon as possible.
- Review WS's position within the OA structure and appoint an Offshore Technical Delegate (OTD) to ensure WS standards are met and processes followed.
- Review the roles and responsibilities of the different parties involved in the delivery of the event.
- Review the requirements and roles of Race Officials to ensure the event needs are made.
- Appoint officials to ensure appointments align with WS ambitions for the event.
- Collaborate with the Race Officials Committee (ROC) to identify suitable race officials for this event. Work with ROC on wider ambitions to ensure Race Official training, application process and status supports the needs of offshore events and provides a wider pool of suitable officials.
- Produce Race Documentation templates for such events that include:
 - Suggested wording to maximise the use of equipment available while safeguarding the integrity of the event.
 - Options for crew replacements in line with entry requirements

- Produce guidance on the management of supplied offshore equipment to help guide Race Officials.
- Review the following to support the next bid process:
 - Consider minimum standards to be met to encourage more OAs to apply, while safeguarding the integrity of the event.
 - Consider “best practice” on the equalisation of sails to support the sustainability of the event.
 - Review the event name to ensure it aligns with WS ambitions for this event.
- During the next bid process:
 - Detail the requirements for WS appointed Race Officials including an OTD.
 - Prioritise the commitment to equalisation and completeness of the supplied equipment (eg: minimise the need for people to bring additional equipment), over the fleet size or model/design.
 - Consider a preferred format but be open to suggestions. Give preference to those that follow the first over the line principle.
- Consider an Offshore Emerging Nations list to assist with future ambitions to increase global distribution of participants.
- Consider methods for selecting between MNAs and teams if entry slots necessitate.
- Supply medals to the Host Group.