

Report World sailing and ORC annual meeting

AGM World Sailing

- Minim 30 members present
- SAP, Volvo, Hempte, Rolex (first sponsors)
- The Governance Commission has given a report which WS should following incl MNA.

2024 Olympic

- Not a lot of new venues
- In the heart of the city
- Football and sailing not n Paris (Marseilles)
- Not an option to stay unchanged classes

Conuncil and submission 37

Comments from our council member

- According to WS layers WS has to make sure that **no class is locked in** and that there is a **clear process in how equipment is selected** and **regularly evaluated**. In this way all boats can become Ol. Equipment if the fulfil the criteria. Part two of the monopoly is the question of **manufacture** if there is only one manufacturer or not. This of course has to do with the owner of the design rather than World Sailing, but in order to make sure that there is not a monopoly on OL equipment, then future Ol agreement will state that the design should be open for other manufactures.
- **Gender equality**
 - IOC has made it clear it wants gender equality and WS has committed to that in Nov2017 This means not only the same number of competitors but also the same number of events for each gender.
 - So in November 2017 it was decide that we would have 2 or 4 mixed events in Paris 2024.
 - In May 2018 we saw a lot of ideas on how to solve that and ended up with submission M22 18 that had four mixed events and one of them being mixed single handed dinghy. This was a very slim majority in council 22-19 over keelboat. It was a vote where people where trying to save the Finn with out knowing what kind of an event single handed mixed could be.
 - We have had time since May to come up with a solution on what kind of an event singlehanded mixed could be and to be honest there has been so solution

that looks like a proper event. **The best ideas on that event call for the same boat for men and women and that then not be the Finn.**

- We also have to be very clear that the vote for submission 37 was not about the Finn it was about if we thought that a mixed offshore keelboat race would be better than a mixed singlehanded dinghy race. Bearing in mind that the event had to fulfil the IOC agenda and be relevant in the Olympics.
 - As a consequence the Finn dinghy will lose its Olympics status in 2024. The Keelboat solution was supported by all committees and we have always thought we should listen to the experts. Although council it self has sometimes gone the other way.
 - There are a lot of emotions around the Finn with are very understandable but in my mind the choice was very clear and event where we have a known format and what is involved or an event where we have no clue what it is about. If we look at the Single handed mixed submissions that were on the table then there was only one that could fit in the Finn and that was the submission from the Finn class. The problem with that submission was that it was not very precise, very open and unclear on what kind of an event this could be. Regarding the cost of the equipment then there is a lot of unknown both with the single handed mixed and the keelboat. The Finn duo mix solution called for a two boat type campaign and was not clear on what kind of training was involved. So at the time the Cost question was not relevant in an other way than that we hope that the event will not be to expensive.
 - I just want to emphasise that the vote was not about the Finn but about an event that could make sense. We gave it half a year to come up with a solution that would keep the Finn in but that solution did not show up.
- Mix Double Offshore Main argument
 - Reflects the diversity of the sport
 - Fast growing group
 - View in the Olympic where sailing is 3 last. With Offshore the work will be easier to get more over the net.
 - Paris and LA wants it
 - A procedure argument was AGM should not change a decision made by Council and event committee and Athletics commission. Also the council vote was 79%. Not a close called.

2019 AGM 3-November

2020 annual conference

- 3 candidates
 - Abu Dhabi
 - Sanya
 - Budapest
- Vote Abu Dhabi 33 / Budapest 28 / Sanya 2

Offshore and Oceanic committee

Offshore in Olympics

- issues
 - Costs'

UMS

- Nathan (USA) report partner US, ORC, IRC.
- Working on definitions. The Worlds in Hague was a big hel as that made parties to work together.

USA

- ORR 625 to 713 cert mostly due to Bermuda race
 - Multihull 9 cert
 - avg age about 2000
 - ORR EX cert about 400 (what it is not a clue)

World sailing

- World championship New
 - first step was event partner and supply partner
 - Event partner was skipped Direct contact with city? Club.
 - Equipment tender: 20 boats, start the interest was from beneteau, Dehler and L30
 - Beneteau and Dehler did jump off reason of the cost only one left L30.
 - 8500 charter fee plus starting fee xxx.
 - Training camp in Slovenia 7 days 4500 euro or 3 days 800€

Cheating

- Feeling that World Sailing do not take it serious or acting.

- ORC Europeans 2016 (Jury did convict but not MNA or WS)
- J70 Sardinia spend 50.000€ legal fee (sport court in Swiss) no action from MNA or WS
- Strong messages to World Sailing to be more active.

Submissions

- 166 not supported to racing rules do not support (Sitting on deck)
- Outside help. Case for publishing not supported due to the risk of legal implication in the future for the racing committees.

International regulations 27/10

- IMO (Alan Green & David Brunskill observers for WS)
 - During 3 years not much regarding sailing
 - We have access to IMO documents
 - A few points coming up now
 - **Navigation, Communication, Search and Rescue (NCSR) 5**
 - **Routing Measures** Routing Measure and applications for TSS are always considered by NCSR. World Sailing keeps a watch on these.
 - Wind farms is under local regulations
 - **SART**

NCSR considered the following:

 - Radar SART should be phased out and replaced by AIS-SART;
 - AIS-SART was considered to be a good alternative to radar SART; however, further studies and testing were required before removing the requirements for radar SARTs;
 - It was important to start considering new technologies and how to phase out old technologies in general.

These issues have been referred to the NCSR Communications Working Group, World Sailing is represented by International Regulations Commission delegates.
 - **AIS**

Autonomous maritime radio devices (AMRD) using AIS technologies have been developed for, and are operating in, the maritime environment, and their number is increasing. Some of these devices do not enhance the safety of navigation but occupy the spectrum and identities of the maritime mobile service. IMO wants to categorise and regulate the usage of AMRD. The IMO position is:

Ex virtual racing buoys

 - Integrity of AIS and the Global Maritime Distress and Safety System (GMDSS) should be protected
 - Autonomous maritime radio devices which enhance the safety of navigation should be regulated for the use of frequencies and identities of the maritime mobile service; and
 - An additional spectrum allocation within the frequency band 156-162.05 MHz and a new numbering scheme which is different from those in the existing maritime

mobile service should be considered for AMRD which do not enhance the safety of navigation. Given the importance of AIS technology for recreational boating, it is important that International Regulations Commission delegates play a full part in this work.

IRIDIUM

There is a considerable debate at the moment on whether IRIDIUM should be fully accepted as a GMDSS mobile satellite provider.

- Anti Fouling a 5 years where is WS is a partner project has started recently. Target to work invasive species

Fishing gear

A UN Fisheries and Agriculture Organisation (FAO) technical consultation on the Marking of Fishing Gear (5 to 9 Feb 18) adopted Voluntary Guidelines on the Marking of Fishing Gear.

Marine litter

1. reduction of marine plastic litter from ships
2. the identification, loss and retrieval of fishing gear
3. containers lost at sea
4. (on-board) garbage management plans
5. seafarer training
6. port reception facilities for plastic litter from ships

The big question how is port defined? For the moment all.....

Cyber security

There is a growing perception that maritime cyber security needs further development so that it is more resilient. The theme is to be developed by the republic of Iran. It will be interesting to see what is proposed and how it might affect recreational boating if at all.

LED light sources

IMO has endorsed the view that it was of importance to consider the risks associated with light-emitting diodes (LEDs) used in emergency equipment, navigation aids and obstruction lighting which may not be detectable by night vision equipment and encouraged interested parties to submit relevant proposals for a new output to the Committee. If this become a work item then International Regulations Commission delegates will contribute to the work.

Piracy

New: In the Gulf of Guinea, as at 30 April 2018, 37 incidents of piracy and armed robbery against ships had been reported

ISO/TC 188/WG 18 Scantlings

ISO 12215-7 - *Multihull design pressures* is a new part to the ISO 12215 series. The objective is to achieve overall structural strength that ensures the watertight and weathertight integrity of a multihull craft. It is intended to be a tool to assess the scantlings against lower bound practice and it is not intended to be a structural design procedure. It is due to be submitted for FDIS ballot and a positive vote is expected. ISO 12215-10 - *rig loads and rig attachments in sailing craft* is also a new part of the ISO 12215 series. Its purpose is to determine the loads and design stresses on rigs of sailing craft and on the elements transmitting these loads to the rest of the structure (chainplates, mast step, etc.). The draft was launched for DIS

ballot in July with end date in October 2018; WG 18 will meet at METS 2018 to action any comments made. It will then proceed to FDIS Ballot.

ISO/TC 188/WG 20 Windows, portlights, hatches, deadlights and doors

The 2nd edition of ISO 12216 - *Windows, portlights, hatches, deadlights and doors -- Strength and watertightness requirements* has proceeded to FDIS; the ballot was launched in September with an end date of December 2018.

ISO/TC 188/WG 3 Cockpits, deck fittings and rigging parts

Work to revise ISO 11812 - *Watertight or quick-draining recesses and cockpits* - is moving forward and is based on 10 years of application of the first edition. The main changes include:

- Introduction of the concept of aft open cockpits;
- Clarification of requirements on engine ventilation ducts in recesses;
- Implementation of multi bottom recesses or recesses with a foot-well;
- Deletion of "major head losses" (friction in drain pipes) as their effect was small, but made calculation more complex;
- Reduction of remaining water in a recess from 0.1m to 0.05 m.

WG3 addressed a significant number of comments on the latest draft of ISO 11812 at its meeting in June 2018. A final draft of the revised standard is planned before the end of 2018.

WG3 is also responsible for ISO 15085 – *Man-overboard prevention and recovery*. This International Standard specifies the design, construction and strength requirements for safety devices and arrangements intended to minimize the risk of falling overboard, and requirements to facilitate reboarding. WG3 has requested the ISO/TC 188 Secretariat to initiate an ISO new project ballot to start work on its revision. This will be an opportunity for World Sailing to revisit push pit arrangements.

Other points of interest arising from ISO TC 188:

ISO/TC 188/WG 24 Field of vision from helm position

It was reported that ISO 11591 - *Field of vision from helm position* which now includes sailing craft would be sent for FDIS ballot at the end of June 2018; The matter is with ISO Central Secretariat to resolve.

ISO TC 188/SC1 – Personal Safety Equipment

The Personal Floatation Devices Standard, ISO 12402 part 2 to part 10, was approved at DIS ballot in June 2018. This includes Part 6 –*special application lifejackets and buoyancy aids* and the Offshore Sailing Lifejacket based on OSR 5.01 proposed by World Sailing.

It is planned to publish it at the end of 2018.

TC 188/SC 1 next meets in Helsinki in March 2019 under a new chair -Mr. André who was unanimously approved.

ISO/TC 188/WG 2 life rafts

BSI (UK) has initiated a systematic review on ISO 9650 Part 1 and Part 2 – *Inflatable liferafts*. The major change is a proposal to increase the carrying capacity range from 2 to 16 passengers.

ORC Offshore classes and events Committee 28/11

Report on championships

Europeans

- Cyprus even it is a bit far but races can not always be in the big countries . Quite many countries
- 28 boats A and B class combined C alone
- one measurement check with understanding in numbers not cheating.
- Future the dates is always a bit challenge.
- Scorer software was directly connected to the webpages
- Class 3 could have a problem with SPR 3. (for hatches)

Sportsboats

- Italy
- Assignment of championship was late which leads to just 27 boats 4 countries
- Next race will be in Slovenia to keep the momentum going.
- Boats are trailered which means easy transport

Worlds combined ORC and IRC

- Hague in Holland.
- Light and good sailing weather. A really good website as for promotion also
- Scoring did work well as for the technical side. Before the event RORC and ORC had a working party with meeting and a lot of work and got the job done. There was some issues between the rules mostly in class C. The big difference could be due to optimising is cheaper in the small class which means the most extreme is find in this class.
- Class A 9 boats. B 27 10 countries. C 49 boats 12 countries
- Exclusive zones had margins which could be a problem

Future combined championship

- Would be a biannual event.
- Every second year a ORCI only event.
- Next event would 2020. Scoring would use a different model.

SuperYachts

- 8 events planed but just 6 done. 1 cancelled due to lack entries. 1 due to hurricane
- Less boats 74 certificates 2018. 2019 will have more events. One event in NZ. 30% less than 2017. less movement from Med to Caribbean due to infrastructure problem.
- VPP is still develop and also scoring. Maltes Falcon against a "normal" yacht.

Submissions

- GER 3 – EC/WC Class Definition	No need to better defined
- ITA 2 – Displacement	No already in the rules
- ITA 4 – Classes Division	NO
- NED 4 – Eligibility Criteria for World Championship	Yes Approved
- NED 5 – Scoring, Event Management and Tracking	Yes except for scoring
- POL 2 – Promotion of ORC Sportboats	Yes check of reality. How drives?
- RUS 1 – Offshore Race – Intermediate finish	No due to RRS.
New suggestion to go back to 1 offshore long, 1 offshore short. 5 short races	

Worlds

- **2019 Croatia**
- **2020 Newport**

Europeans 2019 Oxelsund Sweden

ORC AGM (49 edition)

- Fleet same size as last year 9474 YTD.
- Financial zero results mostly due prior year adjustment
- The levies will be rise with about 10% (Club 46 and 78 ORCi)
- New rule for Multi hulls. First group is big and fast cursing and racing (HH or similar)
- Next combined World Championship 2020 in New York. 2019 ORCi in Croatia.

Reports from Committees

- ITC <http://orc.org/minutes/ITC 2018.pdf>
 - Measurement of square top mainsails revision Rob Ranzenbach prepared a report on the way the mainsail is measured. The wording about the last battens above HUW will be revised and owners should be alerted about necessity of re-measuring their sails.
- Rating Officer <http://orc.org/minutes/ROC%202018.pdf>
 - RUS 2 – Offshore Race – Pre-select course The submissions have been discussed together with submission USA 1. It was agreed to introduce an Appendix to the ORC Certificate that will include custom-made pre-selected courses as defined by the Rating officers for certificates in each country. Rating offices will need to submit course models to the ORC staff to have this options embeded to the ORC Manager from where Appendix to the Certificate will be created.
- Measurement <http://orc.org/minutes/MC%202018.pdf>
 - During 2019 there will be work done to get ORC and IRC measurement will be streamlined.
- Race Management <http://orc.org/minutes/MC%202018.pdf>
- SPR : www.worldsailing.org

- Grab bags approved should be ready to use.
- Keels are still a big issues
- Offshore classes and events <http://orc.org/minutes/OCEC%202018.pdf>
- Promotion and development <http://orc.org/minutes/PDC%202018.pdf>
- Management <http://orc.org/minutes/MANCOM%202018.pdf>