

Submission: **NED 8**

Reporting committee: **OFFSHORE CLASSES AND EVENTS COMMITTEE**
RACE MANAGEMENT COMMITTEE

MAXIMUM WIND FORECAST WHEN STARTING AN OFFSHORE RACE

PROPOSAL

The ORC Green Book should have an upper wind limit or other guidance when one can start an offshore race.

RATIONALE

This submission is intended to start a discussion, realising there are a lot of valid points of view.

The discussion centers on whether an offshore race can be started (and finished) when a weather forecast is extreme.

This year we saw the Fastnet sending out a fleet in wind forecasts of over 50 knots leading to 1 boat sinking, 4 dismasted, many injured and an overworked coastguard that had to go out on rescue calls at least 28 times. While similar forecasts were predicted for the Offshore race at the Worlds in Kiel., the PRO changed the schedule in a very professional way and we would like to compliment the organisation on their revised schedule and getting all their predictions right.

One can argue that sending out the fleet in these conditions or captains starting in these conditions is not a test of good seamanship. Boats should be equipped to deal with these conditions if they get caught in a bad weather situation, not if they knowingly go into it.

It can even be argued that the mandatory insurance policies will not even cover you if you do go out and one risks not only material damages but also risk of life of crew and rescue operations.

On the other hand having upper limits may also invite owners and or designers to make their boats less suitable for offshore conditions. This is an undesirable effect.

This may also present a risk of liability for PRO's/organising committees if they start a race when there is an upper limit. By the same account, in some countries the same can be said for sending out a fleet in extreme conditions when it results in loss of life. (Especially in France?).