



The Equipment Committee met at 09:30 – 16:30 hours on 25 April 2009 at the ISAF Secretariat, Southampton, UK.

Please refer to the ISAF website www.sailing.org for the details of the submissions on this agenda/referred to in these minutes.

1. Welcome to new Committee Members	1	7. Equipment Control Policy and Certification	5
2. Minutes of the Previous Meeting	1	8. Review of International & Recognised Classes	6
3. Application for ISAF International Class Status	2	9. Standard Notations and Parameters	7
4. Application for ISAF Recognised Class Status	2	10. Rolling 4 Year Plan of Objectives and Strategic Plan	7
5. Olympic Competition 2012	3	11. Any Other Business	7
6. Class Rules and Championship Regulations	5		

Present:

Dick Batt – Chairman	Georg Fundak
Dina Kowalyshyn – Vice Chairman	Stan Honey
Bill Abbott	Barry Johnson
Bruno de Wannemaeker	Patrick Lindqvist
Jan Dejmo	Georg Tallberg

Observer:

Jeff Martin (Chairman ISAF Class Committee)

Apologies:

Kim Andersen	Ali Hulki Oruz
David Brookes	Dick Rose
Carolijn Brouwer	Henri Samuel
Dimitris Dimou	Riccardo Simoneschi
Boris Hepp	Marta Weores

In Attendance :

Jason Smithwick	Norbert Marin
Simon Forbes	Henry Thorpe

1. Welcome to new Committee Members

The Chairman welcomed Bruno de Wannemaeker, Bill Abbott, Barry Johnson and Stan Honey as new members of the Committee.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Equipment Committee meeting of November 2008 which had been circulated and approved after the meeting were noted and signed by the Chairman.

(b) Minutes Matters Arising

i) Minute 2 - World Sailing Speed Record Council - Kite-boarding

It was noted that following the Executive Committee meeting in November, kiteboards were now eligible for WSSRC outright records. Bill Abbott questioned the rule regarding the minimum depth of water and Stan Honey as a WSSRC

Equipment Committee Minutes (cont.)

Council member explained the research undertaken on behalf of the WSSRC by the Wolfson Unit and the reasons for the rule.

ii) Submission 002-08 – Terms of Reference

It was noted that at the November 2008 meeting the Executive Committee withdrew Submission 002 regarding amendments to the Equipment Committee terms of reference. The Chairman added that this is work in progress and that he and the chairman of the Events Committee were in consultation regarding both Committees' TOR. It is intended that revised drafts of both documents will be ready for the Executive ahead of the Mid-Year meeting.

iii) Submission 148-08 – RRS 50.4 Headsail Definition

The Committee noted the November 2008 Council decision regarding forming a joint working party of members of the Equipment Committee and Racing Rules Committee to develop submission 148-08 and submissions on other rules of interest to both Committees.

It was agreed to appoint Jan Dejmo and Dick Rose (other members from Equipment Committees to be confirmed shortly).

3. Application for ISAF International Class Status

(a) Maxi Class

It was noted that at the last meeting the Committee had deferred the application to enable further work to bring the class rules to an acceptable standard.

Amendments to the Class Constitution had been proposed. A revised set of draft class rules in the Standard Class Rules format was circulated and the Class propose to adopt these rules and constitution at a meeting at the end of May. It was emphasised that the application was for the Mini-Maxi Racing Division only. Jason Smithwick noted that the class would be racing on corrected time using IRC Ratings and that the Executive Committee were undertaking a review of Regulation 28.3 – World Championships of International or Recognized Rating Systems. It was noted that the Class proposed to hold a World Championship in Porto Cervo, Italy in September 2009.

Recommendation to Council

The Equipment Committee recommend that the Mini Maxi Racing Division of the Maxi Class be granted Provisional ISAF Class status to hold their World Championship in September 2009. This is subject to the adoption of the revised class rules and the signing of an agreement between the Class Association and ISAF in relation to fees on boat built.

4. Application for ISAF Recognised Class Status

(a) Class 40

The Committee received an application from the Class 40 Association regarding the 40ft development class monohull with a fixed keel, twin rudders and water ballast developed for ocean and offshore racing. It was noted that Class wish to hold a World Championship in August 2009 at Hamble, UK, using their existing class rules.

The Class 40 have 84 boats worldwide, in 18 different nations with 14 different designs and meet the requirements for Recognised Status with 39 FRA, 11 GBR, 6 USA.

Equipment Committee Minutes (cont.)

The Class has an active Class Owners Association and a copy of the Class Constitution has been passed to the Chairman of the ISAF Constitution Committee. The Class have signed an agreement regarding the payment of class fees on boats built. The current Class Rules invoke the Equipment Rules of Sailing, but are not in the Standard Class Rules format. Following recent proposed amendments to the SCR format to suit these types of boats (which require certification of the hull combined with hull appendages and spars), further work should be undertaken with the class to adopt class rules in the standard format and it was suggested that these might even take the format of closed class rules. This provisional class status will be reviewed in November 2009, Recognised Status will be conditional on the Class adopting the revised class rules.

Recommendation to Council

The Equipment Committee recommend that the Class 40 be granted Provisional ISAF Class status to hold their World Championship in August 2009.

(b) Formula 16 catamaran

The Committee noted that the application for Recognised status had been rejected at the last meeting as the requirements for class distribution and satisfactory class rules had not been fulfilled.

Further supporting evidence regarding the worldwide distribution of the boats had now been supplied but the total number of boats still falls short of the 100 boats required for a boat of this length. The class has confirmed that its constitution has been approved by ballot. The Class have now been advised to model their class rules on the format developed with the Formula 18 Class.

5. Olympic Competition 2012

(a) Womens Match Racing Equipment

The Committee received a paper by Jason Smithwick which noted that the production Elliott 6 Metre Number 10 had been produced on 25 March and that 8 are projected to be ready to sail by the end of May. The rig is made by Southern Spars New Zealand and North Sails have developed sails that will be produced only in Sri Lanka and available to all North Sail lofts worldwide. It is proposed that the North Sails one-design sails must be used at ISAF World Cup Events. A measurement rule for the sails will be put in place, enabling the supply for sails to be open at other events. The ISAF Secretariat had received requests from 16 MNAs for a total of 72 boats. Anticipated shipping of the last allocated boats is January 2010.

Bill Abbott recommended that ISAF develops a way of checking the equality of the boats at events, including items such as the alignment of the keel. It was noted that the keel box is moulded and that a Building Specification has been produced and work was on-going on a Construction Manual. He also asked whether a selection policy had been developed for choosing the boats to be used at the Olympic Sailing Competition and what safeguards and insurance had been taken regarding storage of the master tooling in the event of fire etc.

(b) 11th Medal

It was noted that there were no submissions listed on the Agenda of the Equipment Committee, as these had been received and approved for the Mid-year Council meeting after circulation of the Equipment Committee Agenda.

The Committee noted Submission M001-09 from Yachting Australia which proposed to defer any submission about the 11th Medal at the Mid-Year 2009 Council meeting.

Recommendation to Council

On a proposal by Dina Kowalyshyn, seconded by Georg Fundak and a unanimous vote it was agreed to support Submission M001-09.

It was noted that submissions M002, 003, 004 , 005, 006 proposed that if an 11th Medal Event was approved it should be a multihull event and four of these submissions proposed the Hobie Tiger catamaran and one the Tornado catamaran.

Recommendation to Council

On a proposal by Dick Batt, seconded by Barry Johnson on a vote of 9 in favour and 1 abstention it was recommended that: if a decision on equipment for an 11th medal is needed at such a late stage in the Olympic 4-year cycle, in the light of previous experience the ISAF Executive Committee would be well advised to consider the perils of adopting equipment which has not yet been subjected to the pressure of Olympic competition.

(c) ISAF Olympic Classes Agreement

A report was received from the ISAF Technical Department regarding the ISAF Olympic Class Contract and in particular Clause 5 which relates to the Class Rules, In-House Certification, and ISAF Standard Class Rules.

49er – It was noted that the Construction Manual needs up-dating, Barry Johnson agreed to progress the amendment sheets with Julian Bethwaite as a matter of urgency. New hull tooling is expected to commence use in June at Ovingtons (GBR) and the committee agreed that the amendment sheets must be submitted to ISAF before Mackay (NZL) start production with their new tooling at a later date.

Laser – Regarding the In-House Certification scheme, it was agreed that the current Laser system is largely acceptable but ISAF need more detail on record regarding items such as plant inspections and audits. It was agreed that on this issue the wording of the next Olympic Classes Contract could be clarified with the words “In-House Certification Scheme acceptable/agreed by ISAF”. The Laser Class Rules are not in the standard format. Jeff Martin advised that the required revision of the Laser Class Rules is progressing.

Star – The committee heard that the Star Class rules are not in the Standard Class Rules format and little progress has been made towards this goal. Accordingly they are still not suitable to be adopted in the ISAF In House Certification Scheme. The Equipment Committee Chairman and Class Rules SC Chairman have written to the President of the Star Class about these issues with no result. Dina Kowalyshyn reported that she had recently spoken to the Class Executive Director and been advised that the class would not at this time be interested in discussing the ISAF In-House Certification Scheme.

The committee agreed that these contractual requirements would be more widely publicized and better understood if in future they were incorporated in to the ISAF regulations.

Recommendation to Council

The Equipment Committee recommend that a process and sanctions be put in place to address the situation when a class association does not fulfil its Olympic Classes contract.

6. Class Rules and Championship Regulations

(a) Deferred Submission 065-07 Class Rules of ISAF and National Classes

It was noted that Submission 065-07 was approved at the November 2008 Council meeting which states:

“ ISAF shall require all ISAF Classes to clearly separate any ‘Championship Rules’ or ‘Championship Conditions’ from their Class Rules. ISAF should ask all national authorities to require national classes to clearly separate any ‘Championship Rules’ or ‘Championship Conditions’ from their Class Rules. “

(b) Implementation of submission 065-07

Bill Abbott presented a summary of the key objectives and proposed that these be implemented using the framework of the excellent paper prepared by the Technical Department as a basis for the working party's work.

The chairman noted that the membership of the working party for this implementation work still needed to be formalised. It was agreed that the working party be :

Bill Abbott (Chairman)

David Brookes (ISAF Classes Committee Representative)

Dimitris Dimou (Equipment Control Sub-Committee)

Dick Rose (Racing Rules Committee)

Athanasios Papantoniou (Race Management Sub-Committee)

The Working Party is asked to report back with any proposals for submissions ahead of the 1st of August submissions deadline.

7. Equipment Control Policy and Certification

(a) In-House Certification (www.sailing.org/ihc)

A report was received on developments in the ISAF In-House Certification Scheme.

It was noted that an inaugural IHC Conference had been held for MNAs on 14-15 March with representatives attending from DEN, GBR, ITA, NED, and SWE. The Conference featured an instructor's course aimed at training In-House Official Measurers for sail measurement at the manufacturer. The second day was used to explain the criteria and responsibilities of the interested parties including ISAF, the National Authority and the manufacturer.

1240 IHC stickers have been sold and the scheme is being rolled out to North Sail Japan and China Sail Factory following a recent visit by Rob Taylor and Bas Edmonds.

Dina Kowalyshyn felt that more work was needed to communicate with MNAs so that they are informed about the costs, experiences and testimonials of users with case studies.

The Chairman felt that this was an equipment control initiative that could have benefits for the whole sport not just the Olympics.

Jeff Martin questioned what safeguards there were regarding a sail manufacturer making counterfeit sails for a class for which they were not licensed.

Equipment Committee Minutes (cont.)

(b) Web-based Certification

The Committee noted that at the last meeting Michael Grandfield had presented a web-based certification system which currently handles data from the Tornado Class.

Dina Kowalyshyn as Chairman of the Equipment Control Sub-Committee asked for guidance on what her sub-committee was being asked to do.,

Dick Batt felt that a standard format and web access to certification data could streamline equipment control at events ,delivering time and cost benefits to competitors and event organizers.

It was agreed to request the Equipment Control Sub-Committee to conduct a feasibility study on the proposed web-based certification scheme , considering the interests of the MNAs, the Classes and ISAF.

(c) Equipment Control Policy at Multi-Class Events (e.g. Sailing World Cup)

Dick Batt reported that a protocol for equipment inspection is now included in the Event Manual for the ISAF Sailing World Cup events , and this has enabled important steps to be made regarding equipment control, though in most cases Organising Authority budgets were very limited. Barry Johnson reported that he had undertaken this role at the first event in Melbourne.

Georg Fundak felt that the class rules compliance at World Cup events was not good and that these events and Class World Championships were important for sailors seeking qualification and that the competition should be fair.

It was felt that efforts should be made to ensure that:

- Sailors come prepared with certified class legal equipment
- There is guidance in planning preparation of resources
- There is training for volunteers

The committee considers that a regime of compliance control after racing would probably be helped by the adoption of graded penalties for non-compliance..

Dimitris Dimou, as chairman of the International Measurers subcommittee had written outlining his thoughts on multi-class measurers. The Chairman confirmed that he would re-initiate collaboration to incorporate the principle of an International Equipment Inspector in the ISAF Race Officials Programme.

(d) Manuals

Dina Kowalyshyn outlined the project to develop a suite of measurement manuals, structured to fit with an appropriate training scheme. This should include working with the IM Subcommittee on an Equipment Inspection Manual which covers the different approaches to equipment control at events. She asked for input from all sources.

8. Review of International & Recognised Classes

(a) Review of ISAF Classes

The committee received a review of ISAF Classes prepared by the Technical Department. The review analysed the compliance of classes with Regulation 26.13, in particular whether a class is actively racing pursuant to the initial application distribution requirements of 26.2.1(d) and whether payments were being received on new boats built.

Equipment Committee Minutes (cont.)

Jeff Martin, speaking as chairman of the ICC, advised that a clear trail of contact with the relevant class should be logged and that the possible consequences should be highlighted.

It was agreed that individual submissions will be prepared for the November meetings for any class failing to meet the regulation requirements .

(b) ISAF Regulations 18 and 26

The committee considered a paper from the Secretariat proposing house-keeping amendments and harmonisation of Regulation 18 and 26 requirements affecting classes. It was recommended that a joint working group be formed with the Events Committee to address the items in the paper and consider these regulations.

9. Standard Notations and Parameters

Jan Dejmo reported on the work of the Standard Notation and Parameters working party. It was felt that some proposals for new non-standard abbreviations are out of step with the ERS and the thinking of some members of the working party who are representatives of ISAF Recognised Rating systems.

Dina Kowalyshyn felt that changing the industry standard nomenclature as used in ISO 8666 – Principal Data would not be viable.

On a positive note the IRC and ORC Rating Rules are now using the same formula to calculate spinnaker sail area.

The committee decided that the Oceanic and Offshore Committee should be asked to review the membership of the working party and its adherence to the scope of its terms of reference. Jan Dejmo stressed that its use by the Empirical Handicapping systems was not only for offshore racing.

Jan Dejmo volunteered to continue being a consultant to the working party.

10. Rolling 4 Year Plan of Objectives and Strategic Plan

Objectives to include:

In House Certification Scheme

Equipment Control Inspectors

Measurement Manuals

Equipment Control at Multi-Class Events

A draft Plan will be circulated to the Committee for feedback and refinement ahead of the Annual Conference

11. Any Other Business

(a) ISAF Olympic Commission

Georg Fundak was congratulated on his appointment to the ISAF Olympic Commission.

(b) Selection of new Equipment by ISAF

Georg Fundak was concerned that ISAF did not have a clear strategy for introducing new equipment. He felt that the introduction of the SL16 youth multihull had not been implemented in a clear way into the ISAF Youth Sailing World Championship. He also felt that work on the Womens High Performance

Equipment Committee Minutes (cont.)

Skiff proposal had stopped in November 2007 and then was surprised that it suddenly appeared again as an option for selection for the Olympics in November 2008. He was also concerned that there are many classes of boat which smaller countries cannot get a licence to build locally.

There being no further business the meeting was closed.