

The Equipment Committee met at 09:30 – 18:00 hours on Wednesday 8 November 2017 at the Sheraton Baganvillas Resort, Puerto Vallarta, Mexico.

Please refer to the World Sailing website www.sailing.org for the details of the submissions on this agenda.

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Meeting Attendees:

Dina Kowalyshyn – Chair
Murray Jones – Vice-chair
Bill Abbot
Will Apold
David Brookes
Jurgen Cluytmans
Helmut Czasny-Bonomo
Cedric Fraboulet
Stan Honey
Barry Johnson
Cathy Mac Aleavey
Bruno de Wannemaeker
Betsy Alison
Jo Aleh
Torben Graef – Reporting VP

Apologies received:

Edoardo Bianchi

1. Opening of the Meeting

Dina Kowalyshyn welcomed all Committee members and asked them to introduce themselves.

2. Minutes of the Previous Meeting

Minutes:

The minutes of the Mid-Year Conference Call of 29 June 2017 (circulated and approved after the meeting) were approved. Because these minutes were circulated late and there was not much time to comment on them a suggestion was made by the Chair to the Committee to propose any addition or amendment before November 2018. The minutes can be downloaded at <http://www.sailing.org/meetings>

Minutes Matters Arising:

No matters not covered elsewhere on this agenda were discussed.

3. Sailors Safety

Report regarding Safety Framework:

Carlos de Beltran gave a report on general issues regarding safety. One of the main things needed is a way of communicating when an incident happened and this is planned to be done by an online system on the WS website so that classes can report any incident that happens in an event. A safety panel based within the Executive Office will then be able to take appropriate action depending mainly on the severity of the incident and the likelihood of re-occurrence.

Will Apold noted that Offshore Racing has got a good knowledge of safety with more than 50 years' experience. The reporting part of the new proposed scheme is in his opinion a very useful tool for the development of this scheme.

Dina Kowalyshyn envisages that this scheme will put together MNA's knowledge and expertise on safety issues to give us a good framework for this project.

Sailor Safety WP:

The WP has put together a draft paper which has been discussed by the Classes Committee and the Medical Commission. David Brookes stated that there was no feedback from the classes. His recommendation would be that Class rules state where knives and other safety equipment are placed on the boat.

With the increase in high speed boats, helmet requirements need to improve, we need to work with manufacturers to market directly to sailors. For instance, the helmets that are being used for sailing are really being developed for kayaking and canoeing so they are more design for things like hitting rocks, which does not happen very often while sailing. Bruno de Wannemaeker noted that nowadays it is becoming easier to find helmets specifically design for sailing; for instance, on the I-on brand.

Dina Kowalyshyn noted that one of the first steps to move forward is the identification of current standards on safety equipment and then seek advice from experts to advise on what the next steps should be.

Dina Kowalyshyn thanked Cathy for her leadership on this document. Will Apold noted we should use an existing standard.

The WP will continue and try to identify existing standards to specify for helmets, gloves and body armour. Stuart Carruthers Chair of the International Regulation Commission was suggested to advice. Bruno noted that Classes are waiting for EQ guidance.

Report on the Nacra 17 accident report:

Dina Kowalyshyn was asked by World Sailing to Chair a Working Party to investigate the accident that the US Team of Bora Gulari and Helena Scutt had while sailing in a training session prior to the Nacra 17 World Championship at La Grande Motte, France. The boat pitchpoled and as result of this Bora Gulari had part of three fingers of his right hand cleanly amputated. The report concludes that the traveller line wrapped around the sailor's hand that caused the injury and not the foils as initially reported by the press. The complete report and recommendations had only been released on the day of the Equipment meeting. The report can be found at <http://www.sailing.org/news/85518.php#.WjedUCOcbBI>

Murray Jones commented that although pitchpoling is not unusual within catamaran sailing, severe injury kinds of accidents are extremely unusual and a rare occurrence. He

World Sailing Classes Committee Agenda (cont.)

suggested that the Notice of Race or Sailing Instructions should have information on how to contact Emergency Services in case of severe accidents requiring medical assistance.

4. World Sailing Speed Record Council

Stan Honey gave a report on the latest speed records. The overall impression is that 2017 has been a very active year with an unusual number of World Records claimed. Among others it is worth mentioning the Around the World record of Francis Joyon with IDEC, who broke the Outright record and the record of Thomas Coville with Sodebo 4 who broke the Single-handed record. It is also worth mentioning the 5 World Records garnered by Phaedo 3 sailed by Lloyd Thornburg (USA) and Brian Thomason (GBR).

5. Deferred Applications for World Sailing Status

The deferred application of the Nacra 15 Class Association was noted and the distribution list discussed.

It was noted that the Class still does not comply with Regulation 10.2.1(d) regarding distribution. Barry Johnson noted that even though the distribution figures are close to what the Regulations required, it is important to draw a line and not be flexible on this.

Recommendation:

The Equipment Committee requests Council's permission to approve the Nacra 15 Class application at the Equipment Committee 2018 Mid-Year meeting once the worldwide distribution of boats has been met. Approve in May 2018 subject to signing a contract.

6. Applications for World Sailing Class Status

Club Swan 50:

The Club Swan 50 Class application was noted and discussed.

The Committee did not see any reasons to reject the Class Application.

Recommendation:

Approve subject to signing a contract.

Diam 24:

The Diam 24 Class application was noted and discussed. The Committee did not see enough grounds to accept the application at this point since the class has a very low distribution Worldwide and does not meet the requirements of Reg 10.2.1(d).

Recommendation:

The Equipment Committee requests Council's permission to approve the Diam 24 Class application at the Equipment Committee 2018 Mid-Year meeting once the worldwide distribution of boats has been met. Approve in May 2018 subject to signing a contract.

GC32:

The GC 32 Class application was noted and discussed.

The Committee considered that the class did not have enough distribution of boats Worldwide; however, the Class circuit represent a unique aspect of sailing (Regulation 10.2.1 (e)) since the America's cup will now move into monohulls.

Recommendation:

Approve under Regulation 10.2. e) subject to signing a contract.

The Class is supporting the Extreme Sailing Series and the owner/driver GC32 European Circuit. It showcases a segment of our sport that will be lost with the

America's Cup moving to monohulls. The Class is growing with new boats in Argentina and New Zealand last year with increasing interest in Argentina. There are 26 boats racing and showing our sport around the world.

Techno 293 Plus:

The Techno 293 Plus Class application was noted and discussed.

Marc Cardon presented the Class application to the Committee. The class uses the same board as per the Techno 293 but with bigger rig making it more suitable for a different age group.

Recommendation:

Approve subject to signing a contract.

7. Review of World Sailing Class Associations

Dina Kowalyshyn showed the report on classes failing to comply with WS Regulations and/ or with contractual issues.

Dina noted that the issues with the Swan 45 have now being sorted and other issues with other classes remain ongoing.

A new approach lead now by the Executive Office, to tackle these issues should result in a more effective way to deal with these particular cases.

8. Submissions

The submissions can be found at: <http://www.sailing.org/meetings>

Deferred Submissions:

Submission 024-16 from the Russian yachting Federation regarding Monopolisation of Production of Boats of Olympic Classes was noted.

Recommendation: Reject.

World Sailing regulations:

World Sailing Regulation – 39 (New Regulation).

Submission 013-17 from The Board

Recommendation: Approve.

World Sailing Regulation 24.2.3 (New Regulation).

Submission 014-17 from the Czech Sailing Association, Real Federación Española de Vela, Hellenic Sailing Federation, Slovak Sailing Union, Turkish Sailing Federation and Hungarian Yachting Association was noted.

Recommendation: Reject.

World Sailing Regulation 24.2.4 (New Regulation).

Submission 017-17 from the Hungarian Yachting Association, Czech Sailing Association, Real Federación Española de Vela, Hellenic Sailing Federation, Federação Portuguesa de Vela, Russian Yachting Federation, Slovak Sailing Union, Turkish Sailing Federation regarding Selection of Equipment was noted.

Recommendation: Reject.

World Sailing Regulation 7.1.1.

World Sailing Classes Committee Agenda (cont.)

Submission 018-17 from the Hungarian Yachting Association, Czech Sailing Association, Real Federación Española de Vela, Hellenic Sailing Federation, Federação Portuguesa de Vela, Russian Yachting Federation, Slovak Sailing Union, Turkish Sailing Federation was noted.

Recommendation: Reject.

World Sailing Regulation 7.1.1.

Submission 032-17 from the Hellenic Sailing Federation regarding Electronic Voting for Olympic Sailing Competition was noted.

Recommendation: Reject.

World Sailing Regulation 25.2

Submission 090-17 from the Chairmen of the Events Committee and World Sailing Classes Committee, and the Chair of the Women's Forum regarding Class World Championships was noted.

Recommendation: Reject.

Comment: However, the Equipment Committee supports the Concept.

World Sailing Regulation 25.2

Submission 091-17 from the Chairmen of the Events Committee and World Sailing Classes Committee regarding Class World Championships was noted.

Recommendation: Reject.

Comment: However, the Equipment Committee supports the concept.

World Sailing Regulation 25.2

Submission 093-17 from the Board regarding Youth and Junior World Championships was noted.

Recommendation: Reject.

Comment: The Committee supports the idea of a unification on the age division for all Classes. Terms Junior/Youth are confusing and the Committee supports the idea of using specific age divisions, i.e. U15

Olympic Sailing Competition:

2024 Olympic Sailing Competition

Submission 062-17 from the Chair of the Women's Forum regarding Selection of Olympic Equipment was noted.

Recommendation: Reject.

2024 Olympic Sailing Competition

Submission 063-17 from the Chair of the Women's Forum regarding Selection of Olympic Equipment was noted.

Recommendation: Reject.

Comment: The Committee supports the concept of "affordability" and "availability".

Olympic Sailing Competition

Submission 066-17 from the Board regarding Decisions was noted.

World Sailing Classes Committee Agenda (cont.)

Recommendation: No Opinion.

2024 Olympic Sailing Competition

Submission 067-17 from the Board regarding World Sailing Strategy was noted.

Recommendation: No recommendation.

2024 Olympic Sailing Competition

Submission 068-17 from the Board regarding Gender Equality was noted.

Recommendation: No recommendation.

2024 Olympic Sailing Competition

Submission 069-17 from the Board regarding Mixed Gender Events was noted.

Recommendation: No recommendation.

2024 Olympic Sailing Competition

Submission 070-17 from the Board regarding Athlete Physiques was noted.

Recommendation: No recommendation.

2024 Olympic Sailing Competition

Submission 071-17 from the Board regarding Universality/Innovation was noted.

Recommendation: No recommendation.

2024 Olympic Sailing Competition

Submission 075-17 from the Israel Sailing Association and International 470 Class Association regarding Criteria & Parameters for the Selection of Olympic Equipment was noted.

Recommendation: No opinion.

2024 Olympic Sailing Competition

Submission 076-17 from the Israel Sailing Association and International 470 Class Association regarding Data Collection and Evaluation was noted.

Recommendation: No opinion.

2024 Olympic Sailing Competition

Submission 077-17 from the Danish Sailing Association regarding Vision and Criteria for Events was noted.

Recommendation: No opinion.

2024 Olympic Sailing Competition

Submission 078-17 from US Sailing regarding Creating Event Gender Equity was not discussed.

Recommendation: did not discuss.

2024 Olympic Sailing Competition

Submission 079-17 from the Finn Class Association Regarding Events for Light Women was noted.

Recommendation: No opinion.

2024 Olympic Sailing Competition

World Sailing Classes Committee Agenda (cont.)

Submission 080-17 from Chair of the Women's Forum regarding Gender Equal Opportunity was noted.

Recommendation: No opinion.

2024 Olympic Sailing Competition

Submission 081-17 from the International Finn Association regarding Equal Opportunity for Men over 85 Kg was noted.

Recommendation: No opinion.

2024 Olympic Sailing Competition

Submission 082-17 from the International Finn Association regarding Sailors of Different Physiques was noted.

Recommendation: No opinion.

Other Submissions:

World Sailing Para Sailing Events

Submission 116-17 from the Japan Sailing Federation regarding Mixed Two Person Events was noted.

Recommendation: Approve.

World Sailing Para Sailing Events

Submission 101-17 from the Board regarding Para World Sailing Events was noted.

Recommendation: Approve.

World Sailing Para Sailing Events

Submission 108-17 from the Board regarding Offshore World Championship was noted.

Recommendation: Approve.

Equipment Rules of Sailing

F.1.4(c)(i) – Hull Spars.

Submission 055-17 from the Deutscher Segler Verband about Equipment Rules of Sailing was noted.

Recommendation: Reject.

F.1.5 – Spreader.

Submission 056-17 from the Deutscher Segler Verband about Equipment Rules of Sailing was noted.

Recommendation: Reject.

G.1.3 – Sail Types.

Submission 057-17 from the Deutscher Segler Verband about Equipment Rules of Sailing was noted.

Recommendation: Reject.

G.6 – Sail Reinforcement.

Submission 058-17 from the Deutscher Segler Verband about Equipment Rules of Sailing was noted.

Recommendation: Reject.

The above submissions are forwarded to the ERS WP to discuss and develop as required. More information regarding each of the above contained in the ERSC minutes.

Racing Rules of Sailing

Rule 50.1.

Submission 141.17 from the Deutscher Segler Verband about Racing Rules of Sailing was noted.

Recommendation: Reject.

Rule 86.1(a)

Submission 147.17 from the Royal Yachting Association about Racing Rules of Sailing was noted.

Recommendation: Approve.

Rule G1.2(a).

Submission 152-17 from the Deutscher Segler Verband about Racing Rules of Sailing was noted.

Recommendation: Reject.

Rule G1.3(d).

Submission 153-17 from the Deutscher Segler Verband about Racing Rules of Sailing was noted.

Recommendation: Reject.

Rule G1.3(e).

Submission 154-17 from the Deutscher Segler Verband about Racing Rules of Sailing was noted.

Recommendation: Reject.

9. Evolution of Olympic Equipment

A report was received from the following Olympic Classes:

Finn

The Finn Class is planning to evolve in order to remain a modern and dynamic class.

The main points of evolution are:

- To reduce the amount of equipment that can be used at events.
- To review the possibility of a two-piece mast in order to improve transportability and hence reduce the need to have a mast with each boat.
- To increase slightly the weight of the boom to reduce the overall cost.

RS:X

Neilpryde showed a presentation to the Committee with the planned evolution over the next year with mainly changes in the sails with a new Eva tack & Clew fairing, new batten tensioner and new colours. The board will have a new design with new colours and the mast will have an upgrade in technology and consistency and a design to be more

World Sailing Classes Committee Agenda (cont.)

durable with no cost increase. Regarding the fin, Neilpryde has updated the manufacturing process to improve consistency, at the request of the sailors, shape and layups are the same. In essence, all of the above are to be more one design.

470

The 470 class gave an update on the introduction of the three-pieced carbon mast which is currently being tested. The class is planning to licence Carbon mast builders. Masts will have to be built from Standard Modulus Carbon Fibre and Epoxi resin with a UV protection. The proposed timeframe for the introduction of carbon masts is September 2020 to be available for the 2024 Olympic cycle.

Nacra 17

The Class approved a small number of rule changes during the last EGM on Nov 1st, the list of approved changes was noted and it is public on the Nacra 17 Class website.

49er/49er FX

Barry Jonson explained that no specification changes are expected prior to Tokyo 2020.

10. Youth Worlds Equipment

Dina Kowalyszyn reported that no changes on equipment are planned for Youth World events.

11. Paralympic Equipment

Betsy Alyson on behalf of Brian Todd gave a report on Paralympic Equipment.

In Kiel, last year the World Championship was raced with two boats, the 2.4M and the Hansa 303 with very good participation figures.

The Equipment Evaluation Committee choose the Weta trimaran as the two-person boat for the Kiel Worlds but there was not enough interest among sailors to sail it there so this event was cancelled.

Betsy asked the Committee to support the recommendation from the Para World Sailing Committee to Council for the proposed equipment and format for 2018 which included keeping the Norlin 2.4M One Design with fleet racing and medal race, the Hansa 303 which will be provided and with a short race course with a medal race at the end and the inclusion of the RS Venture Connect with short course, fleet racing and winner takes all.

12. 2024 Olympic Event and Equipment Decisions.

The Committee discussed on the World Sailing process to select Olympic Equipment. This process has been reviewed and acknowledged as meeting the anti-trust laws. This same process has been employed in the past equipment selection trials and evaluations.

This discussion was included in the agenda in anticipation of equipment evaluation trials that may be necessary to comply with the requirements of gender equality dictated by the IOC. The Chairman made a presentation to present best practices learned through past selections and evaluations. A process that includes some research and evaluation of submitted proposals prior to trials of preliminary candidates was endorsed as being a cost controlling procedure to eliminate those proposed boats that are unlikely to be selected.

Barry Johnson suggested that we should look into our classes and see if updates or upgrades can be made in order to make them more attractive for Olympic Equipment.

Dina Kowalyszyn suggested a working group be created from this Committee to help define the criteria to select Olympic Equipment. It is necessary to define criteria like affordability, universality, durability and sustainability. The complete set of criteria for each event's equipment cannot be finalized until the EQ receives direction from the Events Committee and Council.

13. Equipment Rules of Sailing

Jurgen Cluytmans gave a report on the ERS Working Party. A number of submission related to ERS were made this year and were discussed. This together with some work items defined will lead to the first set of submissions next November. The members of the WP are: Jurgen Cluytmans, Bas Edmonds, James Dadd, Jan Dejmo, Agnes Lil, Helmut Czasny-Bonomo, Alexander Finsterbusch.

14. In House Certification (IHC) Status Report & Path Forward

Carlos de Beltran gave an overview of the IHC Program and explained that a new staff member will be in charge of the continuation of the program.

So far around 12000 stickers have been sold with more lofts and classes getting interested in joining the scheme. The Committee was interested in knowing more details about these stickers, i.e. how many stickers have been sold per year, to whom etc. Carlos agreed to come up with more exhaustive data for the next meeting.

Carlos also commented on the future of the IHC programme and how it could be started to be implemented in other parts of equipment like rigs or appendages

15. Reports from Equipment Committee Sub-committees

Jurgen Cluytmans gave a report on items discussed in the Equipment Rules Sub-committee meeting.

The Committee discussed the idea to have direct responsibility in approving submissions that are within their scoop of expertise, without having to go through Council where the technical expertise may be limited. The Racing Rules Committee is trying this approach in Submission 133-17 and the outcome will be discussed to see if a similar approach should be made.

Jurgen also noted that there is now a newly formed ERS & RRS working party with Helmut Czasny as Chair which will aim to sort out compatibility issues that both rule books have.

The Standard Class Rules Working Party was formed last May Chaired by Bas Edmonds and will be looking into the following issues:

- Discretionary Penalties.
- Restructure of SCR.
- Replacement of damaged equipment during events. Meaning of terms such as "damaged beyond repair".
- Develop tolerances in absolute measurements.
- SCR template. How do we need to communicate this tool to the classes.

A list of the Class Rule changes and redrafts have been handled by the Technical & Offshore department in the Executive Office in the past year is available in the ERSC Annual Report.

16. Annual Report

Dina gave a short overview on the activities of the Committee which includes a Mid-year Conference call held in June 2017.

17. Any Other Business

Barry Johnson raised the issue already discussed in the past of class rules compliance at events being overlooked by both measurers and classes. The Working Party formed to tackle these issues has not make much progress on this. As a result, Barry would like for the Committee to engage with the Classes Committee and the International Measurers Sub-committee to address this problem.

Dan Reading, sustainability manager presented the Sustainability Agenda 2030 to be launched on the 7th November. The agenda is formed mainly by 59 targets and one of the first objectives is to get feedback from all stakeholders around the world to enable the new formed Sustainability Commission to tackle short and long-term projects. Stakeholders can leave feedback via a survey on the World Sailing Website.

The agenda will focus on the six key areas of sailing activities, from technical standards, events, venues and facilities, members, training and participation.