

Equipment Committee Minutes



The Equipment Committee met at 09:30 – 18:00 hours on Wednesday 5 November 2014 at the Melia Palas Atenea Hotel, Palma de Mallorca.

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

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Please refer to the ISAF Council minutes of 7&8 November 2014 for the Final Council decision on all recommendations and opinions contained within these minutes

<i>Present:</i>	
Kim Anderson (Chairman)	Bill Abbott (Class Rules SC Rep)
Dina Kowalyshyn (Vice Chairman)	Jan Dejmo (Equipment Control SC Rep)
George Andreadis (ISAF Vice President)	Stan Honey (Oceanic & Offshore Rep)
Barry Johnson	Will Apold (Special Regulations SC Rep)
Bruno de Wannemaeker (Windsurfing & Kiteboarding Rep)	George Fundak
Dick Batt	Leocadio Sanchez Soto
Cédric Fraboulet	Yann Rocherieux (Athletes Commission Rep)
<i>Apologies:</i>	<i>Not Present:</i>
Dick Rose (Racing Rules Rep)	Patrick Lindqvist
David Brookes (ISAF Classes Rep)	
Iulia Fulicea	
<i>Also Present:</i>	
HM King Constantine	Rob Taylor (ISAF Technical Co-ordinator)
Jason Smithwick (ISAF Head of Technical & Offshore)	Henry Thorpe (ISAF Technical Co-ordinator)

1. Opening of the Meeting

Kim Anderson opened by welcoming all committee members and observers to the meeting and reminded committee members of their requirement to declare any conflict of interest when discussing any of the agenda items.

George Andreadis spoke on his background on the technical committees of ISAF spending 19 years on the then Keelboat Committee as a member, Vice Chairman and Chairman in that time. He highlighted the importance of specialist technical knowledge on the Equipment Committee and thanked the members for their on-going work.

2. Minutes of the Previous Meeting

The minutes of the Equipment Committee meeting of 8 May 2014 were noted and approved. There were no matters arising that were not already covered in the agenda.

3. World Sailing Speed Record Council

Stan Honey gave a report from the World Sailing Speed Record Council reminding the Committee that the WSSRC does not ratify 'human-condition' record attempt such as 'youngest

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person' etc. and that they are funded entirely by fees paid on record ratifications and avoid sponsorships in order to avoid conflict with contestant's sponsorship arrangements.

4. Applications for ISAF Class Status

(a) VX One

The VX One application was deferred by the Class to be considered by the Equipment Committee in November 2015.

5. Review of ISAF Class Associations

(a) Platu 25 Class

The class is under review for not having a signed International Class agreement and not submitting a building specification since 2005. They are also under review for non-payment of some fees due on boats built in accordance with Regulation 10.3.

It was reported that the Platu 25 class have not paid plaque fees on any boats built in 2014. It was also reported that the Platu 25 class state they are close to signing an agreement with the copyright holder, builder and Class. George Andreadis strongly suggested that ISAF give this Class more time to satisfy the requirements. A motion was put forward to require the class to fulfil the requirements before Mid-Year meeting. It was noted that the Council make the final decision on ISAF Class status.

On a vote of 8 in favour, 1 abstention, 3 against the motion was agreed.

Recommendation to Council: Defer

The Committee recommend the Platu 25 Class be given until the 2015 Mid Year Meeting of the Equipment Committee to resolve all the outstanding issues and that the Equipment Committee be given permission to remove ISAF Class status from the Platu 25 at the 2015 Mid Year Meeting should they fail to do so.

(b) ISAF Class Review

A report was presented from the Secretariat highlighting many issues with ISAF Classes complying with ISAF Regulation 10 or ISAF contractual requirements. It was noted that the problem is extensive and it was suggested that this may be due to the large number of regulation and contractual obligations governing ISAF Classes. Many of the classes have been notified of the issues but change of staff within a class organisation often means that experience of working with ISAF is lost. Dina Kowalyshyn asked if there is a pattern or trend in terms of region, type or size of boat etc. but there was no identifiable pattern.

Bill Abbott highlighted the issue of plaque fees and that it should be a class rule that a boat must have a plaque to take part in racing. The A-Class catamaran and Moth Class was cited as an example where this is working for boats that are measurement controlled. For manufacturer's class it is less of a problem. Bill was asked to work with the Class Rules Sub-committee on this issue.

George Fundak suggested that ISAF Race Officials could help with the reporting structure for ISAF Classes in terms of participation etc. Dina Kowalyshyn suggested that the Equipment Committee should liaise with the Events Committee and Race Officials Committee especially when an application for a World Championship has not been received. Also that the ISAF Office should work together more on this issue.

Barry Johnson stated that the ISAF Classes know that they have an obligation to ISAF regarding the ISAF regulations and that the ISAF Classes committee could also help.

Kim Andersen stated that the current ISAF system of review of any issues with classes may not be appropriate and that we should review the regulation of ISAF Classes to be more "black and white".

(c) ISAF Class Status Review Working Party

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Dick Batt, the Chairman of the Working Party, gave a verbal report on the review of ISAF Class status. It was reported that the working party was tasked to give oversight of the work of the staff and application of the ISAF regulations around ISAF Class status. In addition they are to review the current regulations to make this review less work for the staff but as effective. It was noted that the Equipment Committee guidance was this review should be as inclusive as possible to ISAF Classes. Dick Batt presented a number of main points:

- Administrative and discipline: Can we better structure the regulations and administration of ISAF Class status? Can we take the routine cases of infringement away from Council as long as the system is robust? It was requested that the Working Party look at the payment system and regulate this with a “no pay, no play” system. In addition, add regulation wording to require the help of ISAF Race Officials in reporting.
- World Championships: Look at the criteria for World Championships (WC) with respect to number of entries, nations etc.? It was reported that (WC) taken to remote areas make it difficult for Classes to meet the ISAF criteria. It was also suggested that the regulations should not be made more complicated and that these modifications should be a fine tune of the requirements.
- Disciplines and subsidiary World Championships: It was reported that the regulations governing subsidiary World Championships need a review, in particular the number of entries and the rolling 3 World Championships average requirements.

Jeff Martin mentioned that often for classes when they go outside their normal regions they will have reduced entries to events and it is this that results in not satisfying the ISAF regulations. But in the same manner they are often the ones developing sailing in emerging nations.

Kim Andersen summed up that it was a large body of work. He suggested that the Working Party think about how we apply the regulations we have and how to distinguish between minor infringements and serious violations of the regulations.

6. Submissions

ISAF Regulations

(a) New Regulations 5.1(c) and 6.4, Changes to Current Regulations and Articles

Submission 001-14 was noted from the Executive Committee regarding International Association For Disabled Sailing IFDS Merger With ISAF.

It was questioned why other committees were not included in representation from the Disabled Sailing Committee. It was also noted that the committees represented were not the most effective for disabled sailing and that they use much the same equipment as current ISAF classes. It was proposed that the Class Rules Sub-committee was the best committee for effective representation with a liaison with Equipment Committee and Equipment Control Sub-committee.

On a vote of 9 in favour, 3 abstentions the motion was agreed.

Opinion: Approve with the following amendment

Amend current Regulations as follows:

~~6.4.2 The Equipment Committee shall consist of:~~

~~(b) In addition, specialist expertise will be represented as follows:~~

~~(viii) a representative of the Disabled Sailing Committee (IFDS);~~

~~6.4.6.2 The Equipment Control Sub-committee shall consist of:~~

~~(b) In addition, specialist expertise will be represented as follows:~~

~~(viii) a representative of the Disabled Sailing Committee (IFDS);~~

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6.4.4 The Equipment Committee shall:

- (h) Liaise with the Disabled Sailing Committee (IFDS) on technical issues regarding equipment adaptations;

6.4.5.2 The Class Rules Sub-committee shall consist of:

- (b) In addition, specialist expertise will be represented as follows:
 - (vi) a representative of the Disabled Sailing Committee (IFDS).

6.4.6.5 The Equipment Control Sub-committee shall:

- (h) Liaise with the Disabled Sailing Committee (IFDS) on technical issues regarding equipment adaptations;

(b) Regulation 15

The committee noted submission 035-14 from the Chairman of the Constitution Committee regarding notices and submissions. The committee support making the submission process easier to understand and use.

Opinion: No Recommendation

The Equipment Committee are supportive of the principle of the submission.

(c) New Regulation 23.1.8

Submission 086-14 from the Executive Committee regarding the voting process for Olympic Events and Equipment was noted by the Committee who felt that the submission failed to recognise that some of the Olympic events were matched on a gender basis, and that it was necessary to address the voting of some of the equipment for the Olympic Sailing Competition in pairs; i.e. Laser, RS:X, 470 and the 49er Skiff.

On a vote of 7 in favour, 2 abstentions, 3 against the submission was rejected.

Opinion: Reject

We consider that the voting procedure in this submission should recognise that equipment and events are mainly matched on a gender basis in pairs.

Advertising Code

(d) Regulation 20.4.1.4

The Committee discussed submission 010-14 from the Chairman of the Constitution Committee regarding the ISAF Advertising Code. It was noted that there may be some other instances that advertising on the boom is not suitable at the front part of the boom such as when there was a boom strap. Also in some rating classes boats may have overlapping headsails and some not so in general the requirement to have an overlapping headsail may not work for this case. A friendly amendment was made to simplify the regulation which was unanimously agreed by the Committee.

Opinion: Approve with the following amendment

20.4.1.4 Event advertising shall be displayed on the forward part of each side of the boom in accordance with Table 1 unless, ~~when the sail plan of an ISAF Class has an overlapping headsail,~~ the Class has prescribed in their class rules that Event Advertising shall instead be displayed on the aft part of each side of the boom.

(e) Regulation 20 - Advertising on Jib of Olympic Class Boats

The Committee noted submission 011-14 from the International 49er Class Association

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regarding the ISAF Advertising Code. Barry Johnson declared a conflict of interest in the submission as 49er Chief Measurer. There was a question over the term boat being used in the submission and does this apply to a windsurfer? It was noted that the term did not use the ERS definition and it was not defined but the current regulation also has this question. It was decided that the term "boat" in this regulation most probably does not include a windsurfer in the sense of this regulation.

On a vote of 8 in favour, 1 abstention the submission was approved.

Opinion: Approve

The Equipment Committee note that boat in the sense of this regulation does not refer to a windsurfer.

Equipment Rules of Sailing

It was noted that the Equipment Control Sub-committee reports directly to Council on the Equipment Rules of Sailing submissions in accordance with ISAF regulations. The committee received the recommendations of the Equipment Control Sub-committee to Council on submissions 059-14 to 077-14 and which were unanimously agreed.

(f) Introduction

The committee considered submission 059-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve

The Committee support the recommendation of the Equipment Control Sub-committee

(g) A.1 Class Rules

The committee considered submission 060-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve

The Committee support the recommendation of the Equipment Control Sub-committee

(h) B.1.1 Mast Upper Limit Mark

The committee considered submission 061-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve

The Committee support the recommendation of the Equipment Control Sub-committee

(i) C.4.2 Certification Measurement

The committee considered submission 062-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve

The Committee support the recommendation of the Equipment Control Sub-committee

(j) C.6.3(e)(iv) Variable Ballast

The committee considered submission 063-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve with the following amendment

The Committee support the recommendation of the Equipment Control Sub-committee

C.6.3 Boat Control Definitions

(e) BALLAST

Weight installed to influence the stability, flotation or total weight of the **boat**.

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Ballast types:

(iv) VARIABLE BALLAST

Water **ballast** the amount of which may be varied and which may also be moved. ~~It may be moved.~~

(k) F.1.2 Rig Configuration

The committee considered submission 064-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve

The Committee support the recommendation of the Equipment Control Sub-committee

(l) F.1.3 Spar & F.1.4 Spar types

The committee considered submission 065-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve

The Committee support the recommendation of the Equipment Control Sub-committee

(m) F.1.7(a)(iii) Forestay

The committee considered submission 067-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve

The Committee support the recommendation of the Equipment Control Sub-committee

(n) F.6.1(b) Foretriangle Height

The committee considered submission 068-14 from the Offshore Racing Congress regarding the Equipment Rules of Sailing.

Recommendation to Council: Reject

The Committee support the recommendation of the Equipment Control Sub-committee to support the intention of the submission but prefer this topic to be considered by the ERS Working Party in more detail in order to produce a submission for November 2015.

(o) G.1.4(b) Ply

The committee considered submission 069-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve

The Committee support the recommendation of the Equipment Control Sub-committee

(p) G.5.4 Upper Leech Point

The committee considered submission 070-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve

The Committee support the recommendation of the Equipment Control Sub-committee

(q) G.5.9 Upper Luff Point

The committee considered submission 071-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve

The Committee support the recommendation of the Equipment Control Sub-committee

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(r) G.6.2 Secondary Reinforcement

The committee considered submission 072-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve

The Committee support the recommendation of the Equipment Control Sub-committee

(s) G.7.7 Upper Width

The committee considered submission 073-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve

The Committee support the recommendation of the Equipment Control Sub-committee

(t) Subsection B – G.5.4 Upper Leech Point

The committee considered submission 074-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve

The Committee support the recommendation of the Equipment Control Sub-committee

(u) Subsection B – G.5.7, G.5.8 & G.5.9

The committee considered submission 075-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve

The Committee support the recommendation of the Equipment Control Sub-committee

(v) Subsection B – G.7.9 Diagonals

The committee considered submission 076-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve

The Committee support the recommendation of the Equipment Control Sub-committee

(w) Appendix A

The committee considered submission 077-14 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing.

Recommendation to Council: Approve

The Committee support the recommendation of the Equipment Control Sub-committee

Racing Rules of Sailing

The committee received the recommendations of the Equipment Control Sub-committee and Class Rules Sub-committee on the Racing Rules of Sailing submissions and unanimously agreed.

(x) Terminology – Definition of Boat

The committee considered submission 119-14 from the Koninklijk Nederlands Watersport Verbond regarding a new definition of boat.

Opinion: Reject

The Committee agree with the Equipment Control Sub-committee opinion to support the intention of the submission but prefer this topic to be considered by the RRS Working Party in more detail.

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(y) Rule 85

The committee considered submission 157-14 from the Koninklijk Nederlands Watersport Verbond regarding the inclusion of equipment inspector and measurer in rule 85

Opinion: Approve with the following amendment

85 GOVERNING RULES

The organizing authority, race committee, ~~equipment inspector, measurer for an event and~~ protest committee **and other Race Officials** shall be governed by the rules in the conduct and judging of races.

(z) Rule 86.1(c)

The committee considered submission 159-14 from the Koninklijk Nederlands Watersport Verbond regarding which Class Rules may change the Racing Rules of Sailing.

Opinion: Reject

The Committee support the recommendation of the Class Rules Sub-committee in so much that Appendix G already covers this issue and the repetition has unintended consequences particularly for non ISAF Classes.

Olympic Sailing Competition

(aa) 2016 Olympic Sailing Competition

The committee considered submission 055-14 from the Confederação Brasileira de Vela regarding the distribution of supplied equipment. It was noted that for London 2012 there was a random allocation of Equipment at the ISAF Secretariat. Afterwards, for the Laser in particular, the hull wrap graphics were applied at the Laser factory prior to the boats being shipped to the Olympic venue. Similarly for the RS:X sail graphics. It was noted for the Youth Olympics in 2014 there was a public draw but there were only stickers on the sails.

It was strongly put to the Equipment Committee by Dick Batt (London 2012 Equipment Inspection Committee Chairman) that equipment distribution should not occur at the same time as equipment inspection. The committee unanimously agreed that there should be a timeline defined in this submission and this should be deferred to receive this information.

Recommendation to Council: Defer

The timeline should first be identified

(bb) 2016 Olympic Sailing Competition

The committee considered submission 056-14 from the Confederação Brasileira de Vela regarding all changes of equipment used during the Olympic Sailing Competition made public. Jason Smithwick commented that this was already done for the Santander 2014 ISAF Sailing World Championships. Discussion noted that some classes and manufacturers may not want this list made public but that ISAF has to be transparent. It was unanimously agreed to approve this submission.

Recommendation to Council: Approve

(cc) 2016 Olympic Sailing Competition

The committee considered submission 057-14 from the Confederação Brasileira de Vela regarding allowing RS:X sailors to use their own equipment at the Olympic Sailing Competition. It was noted that this matter had already been agreed and decided by the Equipment Committee and Council in November 2013. It was unanimously agreed to reject this submission.

Recommendation to Council: Reject

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The decision on this matter has already been made by Council in November 2013.

(dd) 2016 Olympic Sailing Competition

The committee considered submission 058-14 from the Federacion Francais de Voile regarding allowing RS:X sailors to use their own equipment at the Olympic Sailing Competition. It was noted that this matter had already been agreed and decided by the Equipment Committee and Council in November 2013. It was unanimously agreed to reject this submission.

Recommendation to Council: Reject

The decision on this matter has already been made by Council in November 2013

ISAF Youth Sailing World Championships

(ee) Byte CII, Girl's One Person Dinghy - Regulation 24.4.9

The committee considered submission 087-14 from the International Byte Class Association regarding classes for the ISAF Youth Sailing World Championship. It was noted that this equipment has worked well for the Youth Olympic Games and is part of the ISAF programme, but counter to this the age group for the two events are different. It was reported that allowing for the possibility of two pieces of equipment for this event has not worked well in the past. A proposal was put forward to reject this submission.

On a vote of 1 in favour, 3 abstentions, 7 against the submission was rejected.

Opinion: Reject

(ff) Regulation 24.4.9.

The committee considered submission 089-14 from the SL16 International Class Association regarding classes for the ISAF Youth Sailing World Championship. It was noted that we are in an agreement with Sirena to supply the SL16 until 2017. It was believed this was an Event consideration and not for the Equipment Committee to decide and was unanimously agreed to make no recommendation.

Opinion: No Recommendation

(gg) Regulation 24.4.9: Open Multihull.

The committee considered submission 090-14 from the Chairman of the Events Committee regarding classes for the ISAF Youth Sailing World Championship. Pablo Masseroni, Chairman of the Events Committee, stated that more consideration was needed to consider the universality of the equipment available. It was believed this was an Event consideration and not for the Equipment Committee to decide and was unanimously agreed to make no recommendation.

Opinion: No Recommendation

7. Youth Multihull Event Equipment Evaluation

- (a) Kim Andersen explained that the role of the evaluation panel was to make a recommendation on the basis of the best piece of equipment. From that point it is the other committees and Council that should decide the final policy and timing surrounding the choice of equipment for the Youth Multihull event at the ISAF Youth World Championships.

The committee received an update from Dina Kowalyshyn, chair of the Evaluation Panel, on the Equipment Evaluation for the Youth Multihull Event. The evaluation panel members were first introduced including representatives from Equipment Committee, Events Committee, Youth Worlds Sub-committee, a current Nacra17 sailor and ISAF staff. The original submission 052-13 was outlined to show the task of the Evaluation Panel and then the process for sending out a Request for Information and a Request for Proposals. Dina then outlined the definition of cost for both the initial investment and for

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the lifecycle. 4 proposals were received with a number of multihull builders declining to participate citing the cost of supplying equipment to the Youth Worlds Event. The final evaluation was between the Nacra F16(c) with curved daggerboards and the Nacra 15. The final recommendation is to recommend the Nacra 15 on the basis that it is a better fit to the youth criteria, and the cost is low and in line with other youth equipment. The modern design features will attract sailors and keep the equipment relevant for a long period of time. The boat is a good entry point for nations to take up multihull racing because of cost and durability. Kim stated that if you go back one year it was apparent that there may not be new equipment that exists for this event and therefore thanked Nacra for helping the panel finding a way forward by designing new equipment.

Recommendation to Council:

The Committee unanimously support the recommendation of the Working Party to select the Nacra 15 as equipment for the ISAF Youth Sailing World Championship Multihull event.

8. Universal Measurement System

It was noted that at the last meeting Stan Honey had been requested to monitor developments from the ORC, IRC and US Sailing regarding the project with the fundamental aim of reducing the complexity for owners and rating offices when a yacht owner chooses to race under multiple rating rules. Stan reported that he was pleased with the progress. It is not an ISAF project, but Ken Kershaw had been liaising with the Equipment Rules of Sailing working party. It was asked if it will cost more to be measured under UMS. Stan reported that yes there will be a small additional cost but the major cost of measurement was getting the measurer to the boat to be measured, but as rating systems converge on definitions (e.g. measurement trim for determination of displacement has moved to lightship) this will be reduced.

9. Evolution of Olympic Equipment

The committee discussed the Evolution of Olympic Equipment and it was noted that as we move closer to the Olympic Sailing Competition the evolution of Olympic equipment should reduce so the athletes can prepare. The response from Olympic Classes was that there was in general little evolution or changes planned prior to 2016. The Nacra17 have a small modification to strengthen the rudder area

The 49er group reported that they are working on a new spinnaker design prototype for testing and training, but these would not be introduced until after the Olympics in 2016. In addition a meeting had occurred with the 49er copyright holder, builders, class and ISAF. There are several areas where the one-design specification will be tightened; including the centreboards, hull/wing weight, weighing of bare boat at events, rudder stock and spinnaker pole.

There was a report given on the equipment inspection at Santander 2014 ISAF Sailing World Championships where 900 boats were inspected including weighing of all boats that required weighing. In addition Laser hulls were weighed as an investigation for the Laser Class and ISAF. It was noted that the Laser class had not made the data available to ISAF at the time of the meeting despite a request. The Nacra17 also had the centreboard positions measured at the top and bottom of the centreboard case. There were a number of rule infringements that did not result in a penalty to teams and it is recognised that the rule framework for Equipment Inspection needs addressing.

10. Supplied Equipment at ISAF Events

The committee received an update on supplied equipment at ISAF events and discussed options for future events.

A report was given on the supplied equipment at the ISAF Sailing World Cup Final Abu Dhabi. This includes the 40 49er/49erFX boats that will be from 3 different builders. Yann Rocherieux reported that the Athletes Commissions wishes that for the future the supplied equipment and

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inspection at ISAF Events (e.g. Sailing World Cup) should mirror as much as possible the system used at the Olympics.

11. Role of Measurers and Equipment Inspectors

The committee considered the role of measurers and equipment inspectors in the national and international ISAF framework. The Chairman reported that there had been discussions about how we use the definitions of measurers etc. from the ERS including all the functions of measurement, certification and inspection. The Equipment Control Sub-committee had discussed this and presented a paper on the roles and responsibilities in measurement, certification, and inspection that highlights the inconsistency in these roles. The ERS should reinforce a firm alignment between the roles and responsibilities and this will be worked on with a report at the Equipment Committee mid-year meeting.

12. Equipment Inspection at ISAF Sailing World Cup Events

John Craig, ISAF Head of Sailing World Cup, presented the ISAF Sailing World Cup event schedule for 2015. He reported that it is desired to develop a system whereby the athletes can register the equipment they will use before arriving at the event within a specified time before the event starts. The SWC is looking for the equipment inspector not to inspect every boat before racing starts, but to do random spot checks through the fleet once racing is underway. Any non-compliance found could then be reported to the jury to impose any penalty. It was recognised that this approach is a step away from current equipment inspection practice at Sailing World Cup events, but the smaller quotas at the future events should make this easier to achieve. Yann Rocherieux stated that it was important to consider the same inspection regime for the World Cup qualifier events, but it was noted that for some events and disciplines it is the class that takes on equipment inspection and often qualification is through class national championships etc. Kim Andersen stated that we are now putting a lot of responsibility on sailors and supported the initiative. John recognised that this will be a process and will take time for full implementation.

13. Equipment Rules of Sailing

The committee received a verbal report from the Chairman of the Equipment Control Sub-committee regarding the ISAF Equipment Rules of Sailing Working Party. It was reported that for the future there will be more work on the hull section of the ERS and that there was still a question over definition of headsails.

14. Reports & Opinions of Equipment Committee Sub-committees

(a) Equipment Control Sub-committee

The committee received a verbal report from Jan Dejmo, the Chairman of the Equipment Control Sub-committee and that most items had been covered elsewhere in discussions at the meeting. Other items the committee are working on include the Guide to Equipment Control; this will be a manual to help MNAs at national level, the Standard Class Rules working party and the development and maintenance the ISAF In-House Certification system.

(b) Class Rules Sub-committee

The committee received a verbal report from Bill Abbot, Chairman of the Class Rules Sub-committee and referred the committee to the annual report for the number of class rule changes over the year. The class rule system and procedures where the staff are administering changes through policy, consulting with the Chairman or members of the committee as appropriate is working. The recent significant building specification change of the Topcat K1 was presented as a case where Committee input was required. There was also a report on the class rules of classes transitioning from Classic class status to ISAF status. The development of the Standard Class rules template is important with specific examples of class rules, particularly the modification, maintenance and repair section. There was also to be a review of the class rules of a particular class and the Byte CII was identified as a suitable example.

15. Reports & Opinions of Committees with Cross Representation

(a) Special Regulations Sub-committee

The committee received a verbal report from Will Apold, Chairman of the Special Regulations Sub-committee. The role of the Offshore Special Regulations (OSR) was outlined. Apold commented that they spend their time in two main areas; working parties and submissions to the OSR. Will Apold described the OSR safety tree; the regulations, which the committee are re-writing and the presentation of the regulations; the Guide to Offshore Personal Safety book; and practical offshore safety training sessions and the training provider's workshop in 2014. Will Apold described the topics of the working parties, including re-write of the regulations, life-jackets, electric propulsion, lifeline materials, etc.

(b) Oceanic & Offshore Committee

The committee received a report from Stan Honey, the Oceanic & Offshore Committee representative. Stan mentioned that the committee had not met but described the issues on the agenda that include the Rating Systems and their success this year, Offshore Classes, Universal Measurement System and the need for further communication, yacht structural integrity and evaluation of the plan review system and communication of structural failures in yachts. It was requested that the Oceanic and Offshore Committee engage the Equipment Committee as they go forward with any items involving equipment.

16. Annual Report

The chairman outlined the Equipment Committee Annual Report covering the period 1 January 2014 to 31 December 2014 and the report will be available in the ISAF Annual Report.

17. Any other Business

At the end of the meeting the committee held a closed session with the committee members to review the work of the committee so far and to establish where the committee should focus and emphasise their efforts for the next two years.

There being no further business the meeting finished at 17:15.