

## **MINUTES - EQUIPMENT COMMITTEE**



MET AT 0930 – 1800 HOURS ON FRIDAY 5 MAY AT THE MARRIOTT BERLIN HOTEL, BERLIN, GERMANY

*Please refer to the ISAF website, [www.sailing.org](http://www.sailing.org) for the details of the submissions on this agenda. Please refer to the ISAF Council minutes for decisions on recommendations.*

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<b>Present:</b>	
Dick Batt (Chairman)	Georg Fundak
Riccardo Simoneschi (Vice-Chairman)	Ian Harrison
Alesjandro Abascal	Patrick Lindqvist
Kim Andersen (part of meeting)	Philippe Rogge (part of meeting)
Ron Barak	Henri Samuel
Jan Dejmo	Georg Tallberg
<b>Apologies:</b>	
Sofia Bekatorou	Mark Pryke
Dina Kowalyshyn	Marta Weores
<b>Also present:</b>	
Simon Forbes (Technical Manager)	Michael Grandfield (Tornado – Item 2(iii) only)
Ailsa Angus (Neil Pryde – Item 2(ii) only)	Didier Chaussonnier (SL 16 – Item 5(ii))

### **1. MINUTES OF THE PREVIOUS MEETING**

#### **(a) Minutes**

The minutes of the Equipment Committee meeting of 8 November 2005 were noted.

#### **(b) Minutes – matters arising**

There were no matters arising not covered elsewhere on this agenda.

### **2. EQUIPMENT FOR THE 2008 OLYMPIC REGATTA**

To recommend to Council technical matters relating to equipment to be used at the 2008 Olympic Regatta

(a) To review the continued measurement of Yngling gyradius.

It was noted that at the 2004 Olympic Regatta the Ynglings had been subject to a swing test to control the radius of gyration. It was agreed that it should be replaced by a method which could be regularly used at major events. A non-destructive method would not preclude destructive testing when anomalies are found.

Decision

*The Equipment Committee recommend that gyradius control at the Olympic Regatta should be discontinued due to the impracticality of regular gyradius control on keelboats at events. It is recommended that it be replaced by non-destructive testing of the boat using ultrasonic gauges.*

(b) An update on RS:X sailboard production

Ailsa Angus, (International Manager, RS:X Racing Class, Neil Pryde Windsurfing ) – presented a report detailing tests conducted on Technora fibre and glass fibre alternatives to the current carbon fibre-reinforced board. Neil Pryde Windsurfing recommended that the building specification of the RS:X board is changed to replace the carbon fibre content with Technora fibre. This is in response to advice from Cobra International regarding uncertainty over future availability and an increase of 40% in cost of carbon fibre. Although there are still boards in stock, it was noted that production had been stopped awaiting a decision on the specification change.

The Committee noted that the percentage of carbon fibre in the RS:X board reinforcement is relatively small while there is a higher percentage in the centreboard and fin and that the mast reinforcement is 100% carbon fibre. It was noted that 1300 RS:X boards had been built so far by Cobra International in Thailand. Looking at the overall package of a board and a men's rig a 14% price rise to 3,427 euros was advised if the specification remains unchanged. In comparison a change to Technora fibre in the board construction would see an estimated price of 3,387 euros (13% price increase).

Rich Jeffries on behalf of the RSX Class Management Group said that his main concern was whether the new board specification would ensure that the boards were in practice the same. Currently only one test board using Technora fibre and one using glass fibre have been tested in sailing conditions by Neil Pryde. It was proposed that the class sailors be given an opportunity to further evaluate the performance of the alternative specification boards.

Decision

*The Equipment Committee recommend that the specification of the RS:X board remain unchanged. This is in response to a proposal from Neil Pryde that the carbon fibre content be replaced with Technora fibre or glass fibre due to uncertainty over future availability and increasing cost of carbon fibre.*

(c) Update on Tornado Masts builders

Michael Grandfield, President of the International Tornado Association gave

a report on Tornado carbon fibre masts which were introduced in December 2004.

Currently Marstrom is the only licensed Tornado mast manufacturer and has built over 200 masts. The price since 2004 has increased 100 euros despite an increase in carbon fibre cost of 25-35%. Currently the mast costs 2,976 euros.

Progress towards licensing of Tornado mast manufacturers has been slow but in April a building specification was received from Marstrom and ITA are working on the construction manual and licensing of other manufacturers can now be progressed.

### **3. 2012 EQUIPMENT - EVALUATION EVENT FOR WOMENS SKIFF**

An update was received on the Proposed Evaluation Event in March/April 2007.

Following approval of submission 077-05 by Council a working party has been formed to progress the evaluation of a Women's High Performance dinghy for possible inclusion at the 2012 Olympic Sailing Competition.

#### **(i) Working Party Members**

After consultation with the Chairmen of the Equipment and Events Committee, and the Executive Committee a working party has been formed to progress this event.

The members are:

Dick Batt (Chairman), Alejandro Abascal, Kim Andersen, Sofia Bekatorou, Carolijn Brouwer, Barry Johnson, Dina Kowalyshyn, Marta Weores.

#### **(ii) Timing**

It is proposed to hold the evaluation event during the dates of 10-22 April 2007 in Santander, Spain.

*(Secretariat Note: Subsequent to the meeting the Chairman was requested to review the possibility of using Hyeres as a venue.)*

#### **(iii) Invitation**

An open invitation to equipment for consideration as the Women's High Performance Dinghy for possible inclusion at the 2012 Olympic Sailing Competition

Fundamental Criteria:

A. The International Sailing Federation (ISAF) invites submissions of boats for consideration and evaluation trials to be held during April 2007 at Santander, Spain.

The following category of equipment is invited:

- A Women's High Performance Dinghy

A number of existing ISAF Classes are clearly eligible for consideration. In addition the ISAF Council policy is that equipment need not have ISAF Class Status at the time of the Evaluation Event.

B. In order to update the ISAF Council of details and characteristics of newer types of monohull equipment which may be considered for selection, an evaluation team has been appointed. ISAF has decided that the boats to be evaluated shall conform to the following fundamental criteria:

High Performance

The monohull dinghy should be able to sail faster off the wind than the wind.

Main target : Female crews

Safe: Easy to recover by the crew after capsize without any external help.

Optional Characteristics

- Twin Trapeze.
- Asymmetric Spinnaker.

Must have the unquestioned ability to meet the requirements of International Class status within a reasonable time.

#### **4. REGULATION 17.1 SELECTION OF CLASSES FOR ISAF EVENTS**

The committee noted and endorsed a submission from the Chairman to amend the regulation 17.1 regarding the selection for ISAF events of non-ISAF classes that have been selected following an ISAF Evaluation Event.

#### **5. DEFERRED APPLICATIONS FOR ISAF CLASS STATUS**

##### **(a) Access Liberty Class – Keel Boat**

The Committee reviewed submission 035-05 requesting Recognised status for the Access Liberty keel boat suitable for disabled sailing. Ian Harrison spoke in favour of the Committee granting an exemption to Regulation 26 distribution requirements as the boat is uniquely suitable for severely disabled sailors. Jan Dejmo supported the application of Regulation 26.2.1(f) to waive the national distribution requirements.

##### **Recommendation**

*The Equipment Committee recommendation is to support the submission, and in accordance with Regulation 26.2.1 (f) recommend to Council to waive the national distribution requirements of 26.2.1(e)(ii) on the basis that the class serves a unique aspect of sailing, for severely disabled sailors.*

##### **(b) SL 16 Class – Catamaran**

The Committee reviewed submission 036-05 and a status update from the Didier Chaussoniere. In addition to the existing fleet in France, it was reported that there are now nine SL 16 owners in the UK. In the USA, Performance Catamarans have contracted to be the licensed builder and plan to have the first 20 boats racing by mid-July.

##### **Recommendation**

*The Equipment Committee recommendation is to reject the submission on the basis that the national distribution requirements have not been fulfilled.*

## **6. CERTIFICATION**

An overview of certification of the ISAF Classes was received, highlighting whether the certification authority for each class for the hull, sails, appendages and spars is the MNAs, ICA or the Manufacturer.

## **7. IN HOUSE CERTIFICATION**

An update was received following the three-day meeting of the IHC Working Party meeting in March with the Chairmen of the Equipment Committee and Equipment Control Sub-Committee. Fundamental documents were reviewed including the IHC contract between Authorising Authority and the Equipment Manufacturer, ISAF/Authorising Authority Tasks and Responsibilities, Certification and Surveillance Audit Scheme, Tasks and Responsibilities of Class Organisations.

The term Authorising Authority had been adopted and that this would be ISAF unless an MNA is able and wishes to take on this role within its jurisdiction.

It was noted that a Technical Officer would be employed on the project and that Ken Kershaw had been contracted to manage the project on a one day a week basis for three months to manage the establishment and implementation of the IHC programme. The focus of the project initially would be Olympic and Youth Classes (subject to class association approval) whose class rules rely on certification of new sails by the MNA.

## **8. SMALL BOAT SAFETY**

### **(a) Safety Education program**

An update was received regarding the creation of a website area on small boat safety and the development of educational material. Committee members were requested to provide input on the circulated papers. It was recommended that prominence be given to attaching the rudder and daggerboard with a rope to prevent loss when capsized. Also techniques to trap more air in a dry suit to provide insulation in cold waters. It was also noted that recommendations should not compromise existing legislation. It is proposed to highlight the educational material at the Youth World Sailing Championships in July at Weymouth(GBR).

### **(b) Special Regulations for small boats**

It was noted that a Working Party had been formed to consider the introduction of safety recommendations for day keelboats, open multihulls and dinghies. The members are Ken Kershaw (Chairman), Dina Kowalyshyn, Mark Pryke, Jason Smithwick and Patrick Lindqvist.

(c) RRS 40.2 and International Standards Organisation

It was noted that the implementation of RRS 40.2 Quick release harness had been deferred. Furthermore Ken Kershaw had progressed a request on this item to the International Standards Organisation. The Standard was accepted by ISO TC 188 as a new work item in early May. A CD (Committee Draft) has been agreed based on “draft 3” and comments from the Committee on this CD will be formally considered early 2007.

## **9. REGULATION 26 – INTERNATIONAL & RECOGNISED CLASSES**

- (i) A summary of the 2006 Class reports was received. The reports received so far are on the ISAF website [www.sailing.org](http://www.sailing.org) – Organisation – Class Associations – Class Annual reports.

The Secretariat were requested to write to all classes which have failed to respond.

- (ii) An interim report was received from the Working Party of Henri Samuel, Riccardo Simoneschi and Marta Weores regarding the numerical criteria for ISAF Class status. The principal conclusion is that there is a problem with the current criteria but they don't have all the answers.

One of the suggestions is to remove the linkage between ISAF Class status and the automatic right to hold a World Championships.

## **10. ANY OTHER BUSINESS**

(a) Small Catamaran Handicap System

Olivier Bovyn, formerly Chairman of the disbanded Multihull Committee requested that Jason Smithwick and Richard Allen be appointed to the Small Catamaran Handicap Rating System working party.