

## Equipment Committee Minutes



The Equipment Committee met at 09:30 – 18:00 hours on Wednesday 13 November 2013 at the Al Bandar Hotel, Muscat, Sultanate of Oman.

Please refer to the ISAF website [www.sailing.org](http://www.sailing.org) for the details of the submissions in these minutes.

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Please refer to the ISAF Council minutes of 15- 16 November 2013 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)	Dimitris Dimou (Equipment Control SC Rep)
George Andreadis (ISAF Vice President)	Stan Honey (Oceanic & Offshore Rep)
David Brookes (ISAF Classes Rep)	Will Apold (Special Regs SC Rep)
Bruno de Wannemaeker (Windsurfing & Kiteboarding Rep)	George Fundak
Dick Batt	Patrick Lindqvist
Barry Johnson	Iulia Fulcea
Cédric Fraboulet	
<i>Apologies:</i>	<i>Not Present:</i>
Dick Rose (Racing Rules Rep)	Leocadio Sanchez Soto
	Tomoaki Tsutsumi
<i>Also Present:</i>	
Jason Smithwick (ISAF Head of Technical & Offshore)	Rob Taylor (ISAF Technical Co-ordinator)
Norbert Marin (ISAF Technical Co-ordinator)	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.

### 2. Minutes of the Previous Meeting

The minutes of the Equipment Committee meeting of 6 November 2012 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, highlighting that in November 2012 the outright record of 65.45 knots was set by Paul Larsen (AUS) on Sail Rocket 2, beating the previous record of 55.65 knots held by kitesurfer Rob Douglas (USA).

During 2013 there were also a number of offshore record attempts, most notably the outstanding achievement by Francis Joyon (FRA) who regained the Singlehanded Transatlantic record in a time of 5 days 2 hours and 56 minutes. Francis Joyon now also holds the Singlehanded Records for Around the World and the Discovery route, from Cadiz to San

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Salvador, in addition to the Transatlantic record.

Stan Honey reminded the Committee that the WSSRC do not ratify 'human-condition' record attempt such as 'youngest person' etc. and that they are funded entirely by fees paid on record ratifications.

### 4. Applications for ISAF Class Status

#### (a) 49erFX

The Committee discussed the application from the 49erFX Class regarding ISAF Class status. Barry Johnson declared a conflict of interest as the 49er Class Measurer and informed the committee he would be abstaining from any vote.

It was noted that the class rules and constitution were derivatives of the 49er Class and as such were in a suitable format for adoption; however it was also noted that the worldwide distribution was good in terms of overall numbers of boats, did not meet the requirements of Regulation 10.2.1(e) as there were insufficient boats in individual countries.

It was generally agreed that as ISAF had effectively created this class only a year ago and that it was doing well in terms of overall numbers of boats actively racing, this requirement could be waived as provided for in Regulation 10.2.1(f) as this class serves a unique aspect of sailing being the only women's skiff selected for use at the Olympic Sailing Competition.

On a proposal from Bill Abbott, seconded by David Brookes and with a vote of 11 in favour, none against and with 2 abstentions, it was recommended to approve the application for ISAF Class Status, subject to signing the ISAF Class agreement.

*Recommendation to Council: Approve*

*Approve subject to signing the ISAF Class agreement.*

#### (b) Nacra 17

The application from the Nacra 17 Class for ISAF Class status was reviewed by the Committee, noting that the worldwide distribution was good and met the requirements and that the class rules were in an acceptable format for adoption.

Nacra Sailing were thanked for their work in getting the boat into full production and distributed around the world in a relatively short timeframe.

On a proposal from David Brookes, seconded by Barry Johnson and with a unanimous vote in favour, it was recommended to approve the application for ISAF Class Status, subject to signing the ISAF Class agreement.

*Recommendation to Council: Approve*

*Approve subject to signing the ISAF Class agreement.*

#### (c) Formula Kiteboard

The application from the Formula Kiteboard Class regarding ISAF Class status was considered by the Committee. It was noted that whilst the class was relatively new, the worldwide distribution was very good, the class rules were acceptable and there was a good working relationship with the class.

On a proposal from Bruno de Wannemaeker, seconded by Barry Johnson and with a unanimous vote in favour, it was recommended to approve the application for ISAF Class Status, subject to signing the ISAF Class agreement.

*Recommendation to Council: Approve*

*Approve subject to signing the ISAF Class agreement.*

#### (d) Twin Tip Kiteboard

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The Committee noted the application from the Twin Tip Kiteboard Class regarding ISAF Class status. Bill Abbott noted that whilst the class rules were relatively short and open, they were acceptable but should be monitored to ensure they are working as the class develops.

On a proposal from Dick Batt, seconded by Bruno de Wannemaeker and with a unanimous vote in favour, it was recommended to approve the application for ISAF Class Status, subject to signing the ISAF Class agreement.

*Recommendation to Council: Approve*

*Approve subject to signing the ISAF Class agreement.*

### (e) J-70

The J-70 Class application for ISAF Class status was considered by the Committee. After a short introduction to the class, it was noted it had good worldwide distribution and clearly met the requirements of the ISAF Regulations.

On a proposal from Dina Kowalyshyn, seconded by Bill Abbott and with a unanimous vote in favour, it was recommended to approve the application for ISAF Class Status, subject to signing the ISAF Class agreement and receiving a satisfactory building specification.

*Recommendation to Council: Approve*

*Approve subject to signing the ISAF Class agreement and supplying a satisfactory building specification.*

## 5. Review of ISAF Class Associations

### (a) Classic Class - GP14 Class

The application from the GP14 Class regarding transition from ISAF Classic Class status to ISAF Class status was received by the Committee. It was noted the worldwide distribution met the requirements of the ISAF Regulations; however the class rules were not in the SCR format, but that the rules were working well for the class and that they should be given a further two years in order to complete a redrafting of the rules into the ISAF standard format.

On a proposal from Dina Kowalyshyn, seconded by Bill Abbott and with a vote of 11 in favour and 1 abstention it was recommended to approve the application for ISAF Class Status, subject to signing the ISAF Class agreement and completing the transition to the ISAF Standard Class Rules format within two years.

*Recommendation to Council: Approve*

*Approve subject to signing the ISAF Class agreement and completing the transition to the Standard Class Rules format within 2 years.*

### (b) Classic Class – International One Design Class

The Committee noted that there has been no application from the IOD Class regarding transition from ISAF Classic Class status to ISAF Class status, and that there had been no formal engagement from the Class Association.

The worldwide distribution was noted as poor, with only a small number of boats in a small number of areas around the world and that it does not meet the requirements of the Regulations.

Dina Kowalyshyn asked that the Committee give the Class one more year in order to comply with the Regulations and bring an application forward. This was supported by Stan Honey. Bill Abbott asked that this be amended to six months as the class had already had two years from the original decision to merge Classic Class status with full ISAF Class status and that little progress had been made in this time. This was agreed

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by the Committee.

On a proposal from Dina Kowalyshyn, seconded by Stan Honey and a vote of 5 in favour, 4 against and with 3 abstentions, it was recommended to defer any decision on ISAF Class status until the Mid-Year meeting.

### Recommendation to Council: Defer

*Defer any decision on maintaining ISAF Class Status until the Mid-Year meeting of the Equipment Committee. If there is no further progress then the Equipment Committee recommend removal of ISAF Class status.*

#### (c) Classic Class – Shark Class

The application from the Shark Class for full ISAF Class status was received by the Committee. It was noted the worldwide distribution met the requirements of the ISAF Regulations; however the class rules were not in the SCR format but that the rules were working well for the class and that they should be given a further two years in order to complete a redrafting of the rules into the ISAF standard format.

On a proposal from Bill Abbott, seconded by Dick Batt and with a unanimous vote in favour, it was recommended to approve the application for ISAF Class Status.

### Recommendation to Council: Approve

*Approve subject to signing the ISAF Class agreement and completing the transition to the Standard Class Rules format within 2 years.*

#### (d) ISAF Class Status Review Working Party

A verbal report from Dick Batt, Chairman of the ISAF Class Status Review Working Party was received. The purpose of this Working Party was to monitor the ISAF Classes' compliance with the ISAF Regulations 10.2, 10.4 and 25.2, to make recommendations on actions

The ISAF Staff have reviewed data on World Championship participation and other compliance with ISAF Regulations and now had a list of actions relating to the various degrees of non-compliance. It was agreed this list should be actioned by the staff and all classes with compliant issues to be notified to correct and reply with actions before the Mid-Year Meeting of the Equipment Committee.

It was recommended that the Equipment Committee continues the work of the Working Party to monitor and make future recommendations on Classes maintaining ISAF Class status and any amendments to the ISAF regulations as necessary.

## 6. Submissions

### ISAF Regulations

#### (a) Equipment Control Sub-committee Terms of Reference - Regulation 6.4.6.5(d)(i)

Submission 005-13 from the Chairman of the Equipment Committee regarding the Equipment Control Sub-committee Terms of Reference - Regulation 6.4.6.5(d)(i) was noted by the Committee.

On a proposal from Dina Kowalyshyn, it was unanimously voted in favour of recommending this submission be approved.

### Opinion: Approve

#### (b) International Measurers Sub-committee Terms of Reference - Regulation 6.9.8.3

Submission 007-13 from the Chairman of the Race Officials Committee regarding the International Measurers Sub-committee Terms of Reference - Regulation 6.9.8.3 was noted by the Committee.

On a proposal from Barry Johnson, seconded by Dimitris Dimou, it was unanimously

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voted in favour of recommending this submission be approved.

### Opinion: Approve

#### (c) Criteria for Designation as an ISAF Class Association

The Committee considered submission 050-13 from the Fédération Française de Voile regarding the Criteria for Designation as an ISAF Class Association – Regulation 10.2.1(e) and submission 051-13 from the Fédération Française de Voile regarding the requirements to maintain the right to hold a World Championship – Regulation 10.4(b).

A proposal from Dina Kowalyshyn to approve the submission was seconded by Cedric Fraboulet; however, a proposal from David Brookes to reject the submission was seconded by Kim Andersen. On a vote of one in favour and eleven against, it was recommended this submission be rejected.

### Recommendation to Council: Reject

*The Equipment Committee believe the existing Working Party is sufficient to deal with these matters.*

#### (d) Regulation 31.13.2

Submission 094-13 from the Chairman of the Race Officials Committee regarding the administration of International Measurers was noted by the Committee.

On a proposal from Dimitris Dimou, seconded by David Brookes, it was unanimously voted in favour of recommending this submission be approved.

## **Advertising Code**

#### (e) Competitors to have the right to display advertising on bibs at ISAF Events – Appendix 1 Regulation 20

The Committee noted submission 010-13 from US Sailing regarding the ISAF Advertising Code.

After a short discussion, it was unanimously agreed that the Equipment Committee would not make any recommendation on this submission.

### Opinion: No Recommendation

#### (f) Advertising Space on Jib of 49er and 49erFX – Appendix 1, Regulation 20

The Committee noted submission 011-13 from the International 49er Class Association regarding the ISAF Advertising Code. Barry Johnson declared a potential conflict of interest as the 49er Chief Measurer and informed the Committee he would not be voting on this submission.

After a short discussion, it was unanimously agreed that the Equipment Committee would not make any recommendation on this submission.

### Opinion: No Recommendation

#### (g) Appendix 1, Regulation 20.7.1 - Table 2

The Committee noted submission 012-13 from the International Kiteboarding Association regarding the ISAF Advertising Code.

On a proposal from Kim Andersen, seconded by David Brookes and a vote of ten against with two abstentions, it was recommended to reject the submission as this matter was already dealt with in the class rules.

### Opinion: Reject

*This is already handled within the Class Rules*

### **Safety**

#### (h) Safety in Nacra 17 and 49erFX Racing Areas

The Equipment Committee considered submission 049-13 from the Real Federación Española de Vela regarding a safety policy where Nacra 17 and 49er FX classes are racing in ISAF events in some detail.

Barry Johnson was of the opinion that this submission should be rejected and that it should be left to the ICAs to decide safety policies specific to their class rather than put ISAF at any risk of liability.

Georg Fundak was also in favour of rejecting this submission as he felt it applied to more classes than just the two noted in the submission.

On a proposal from David Brookes, seconded by Bill Abbott, it was unanimously voted in favour of recommending this submission be rejected.

#### Recommendation to Council: Reject

*This should be a consideration for all classes and a working party should be formed and results presented as soon as possible. There are already race management policies in place that cover this.*

### **Equipment Rules of Sailing**

The Committee considered submissions 053-13 – 060-13 (submission 053-13 regarding C.6.3(e)(iv) – Variable ballast, submission 054-13 regarding G.1.1 Sail, submission 055-13 regarding G.1.4(b) Definition of Ply, submission 056-13 regarding G.1.4(n) – Stiffening, submission 057-13 regarding G.5.4– Seven-Eighths Leech Point, submission 058-13 regarding G.5.9– Seven-Eighths Luff Point, submission 059-13 regarding G.7.7– Seven-Eighths Width and submission 060-13 regarding H.5.4 – Sail Measurement extended as necessary) from the Royal Yachting Association en bloc as they all related to the Equipment Rules of Sailing.

Kim Andersen suggested that these submissions be rejected, but in doing so noted that the Equipment Rules of Sailing Working Party would review and bring back revised submissions in 2014. The submitter should get feedback on the submissions after the Mid-Year meeting of the Equipment Committee.

On a proposal from Dina Kowalyshyn, seconded by David Brookes and on a vote of eleven in favour and one against, it was recommended these submissions be rejected and put to the ERS Working Party for further consideration.

#### Recommendation to Council: Reject

*The Equipment Rules of Sailing Working party agrees this submission is the first priority and should report to the Mid-Year Equipment Committee meeting with submissions as appropriate.*

### **Olympic Sailing Competition – Core Events & Equipment**

#### (i) Selection of Core Events – Regulation 23.1.5(a)

Submission 071-13 from the International Funboard Class Association regarding the selection of core events was noted by the Committee.

#### Opinion: No Recommendation

#### (j) Events and Equipment – Regulations 23.1.3(f), 23.1.4 and 23.1.7

Submission 072-13 from the Executive Committee regarding the selection of core events was noted by the Committee.

Barry Johnson and Dimitris Dimou both declared a conflict of interest and would not be voting on this submission.

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On a proposal from Bruno de Wannemaeker, seconded by Dina Kowalyshyn and on a vote of two in favour, seven against and with three abstentions, the committee did not want to recommend this submission be rejected. On a following proposal from Kim Andersen, seconded by Dina Kowalyshyn and a vote of nine in favour with four abstentions it was agreed to give no recommendation on this submission.

### Opinion: No Recommendation

*The current control of Olympic Equipment is appropriate for the Olympic Sailing Competition through to 2020 and the Equipment Committee is prepared to work with the classes on managed evolution of the equipment.*

- (k) Events and Equipment - Regulations 23.1.3, 23.1.4, 23.1.5, 23.1.7 and 23.1.9

Submission 073-13 from the Executive Committee regarding the selection of core events was noted by the Committee.

### Opinion: No Recommendation

*The current control of Olympic Equipment is appropriate for the Olympic Sailing Competition through to 2020 and the Equipment Committee is prepared to work with the classes on managed evolution of the equipment.*

- (l) Selection of Core Events – Regulation 23.1.5(a)

Submission 074-13 from the International Kiteboarding Association regarding the selection of core events was noted by the Committee.

### Opinion: No Recommendation

## **ISAF Sailing World Championships**

- (m) Regulation 24.2.7

Submission 075b-13 from the International Kiteboarding Association and the Chairman of the Windsurfing and Kiteboarding Committee regarding the inclusion of Kiteboarding in ISAF major events was discussed by the Committee.

Dick Batt proposed to give no recommendation on this submission as it was outside the remit and terms of reference of the Equipment Committee. This motion was seconded by Dimitris Dimou and was unanimously agreed by the Committee.

### Opinion: No Recommendation

## **ISAF Youth Sailing World Championships**

- (n) Multihull Equipment

The Equipment Committee considered submission 052-13 from Yachting Australia regarding the ISAF Youth World Championship. David Brookes declared a conflict of interest as the Executive Director of the Hobie Class Association.

On a proposal from Dina Kowalyshyn which was unanimously supported by the committee it was agreed to give no recommendation on this submission, but noted that evaluations could be held should the ISAF Council wish.

### Recommendation to Council: No Recommendation

*The Equipment Committee is prepared to hold evaluation trials should that be the wish of ISAF Council.*

- (o) Events - Regulation 24.4.9

Submission 077-13 from the Chairman of the Events Committee regarding events for the ISAF Youth Sailing World Championship was noted by the Committee.

On a proposal from Dina Kowalyshyn, seconded by Kim Andersen and on a vote of eleven in favour with two abstentions, it was agreed to give no recommendation on this

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submission.

Opinion: No Recommendation

(p) Events - Regulation 24.4.3

Submission 078-13 from the 29er Class Association, Hong Kong Sailing Federation, Russian Yachting Federation and the Swedish Sailing Federation regarding events for the ISAF Youth Sailing World Championship was noted.

On a proposal from Dina Kowalyshyn, seconded by Kim Andersen and on a vote of eleven in favour with two abstentions, it was agreed to give no recommendation on this submission.

Opinion: No Recommendation

### **Rating Systems**

(q) Universal Measurement System

Submission 086-13 from the ORC, IRC and US Sailing regarding the development of a universal measurement system for yachts was noted by the Committee.

On a proposal from Stan Honey, seconded by Bruno de Wannemaeker it was unanimously voted in favour of recommending this submission be approved.

Opinion: Approve

## **7. Deferred Submissions**

(a) Make Men's 2nd One Person Dinghy (Men's One Person Dinghy Heavyweight) Priority Event for Unused Quota

The Committee reviewed deferred submission 075-12 from the International Finn Association regarding the Olympic Sailing Competition.

On a vote of twelve in favour and one abstention, it was agreed to maintain the position taken in November 2012 of making no recommendation on this submission, but noting there were no known issues with any of the proposed equipment.

Opinion: No Recommendation

*There are no equipment related issues with the proposals*

(b) Reduce Costs for Olympic Sailing Campaigns

The Committee reviewed deferred submission 085-12 from the Swedish Sailing Federation and maintained the position taken in November 2012.

On a proposal from Georg Fundak, seconded by Barry Johnson and a vote of eleven in favour with three abstentions, it was agreed to recommend this submission be approved.

Opinion: Approve

*Providing satisfactory safeguards for the technical aspects of the performance and cost are addressed.*

(c) Regulation 24.4.3

Deferred submission 088-12 from the International 29er Class Association and the Danish Sailing Federation regarding events for the ISAF Youth Sailing World Championships was reviewed by the Equipment Committee.

On a vote of ten in favour and three abstentions, it was agreed to maintain the position taken in November 2012 of making no recommendation on this submission, but noting there were no known issues with any of the proposed equipment.



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### Opinion: No Recommendation

*There are no equipment related issues with the proposals*

#### (d) Regulation 24.4.9

Deferred submission 089-12 from the International 29er Class Association and the Danish Sailing Federation regarding classes for the ISAF Youth Sailing World Championships was reviewed by the Committee.

On a vote of twelve in favour and one abstention, it was agreed to maintain the position taken in November 2012 of making no recommendation on this submission, but noting there were no known issues with any of the proposed equipment.

### Opinion: No Recommendation

*There are no equipment related issues with the proposals*

## 8. Kiteboarding Equipment

Dina Kowalyshyn gave a report from the Kiteboarding Working Party on potential Olympic Kiteboarding Equipment. It was observed that whilst development was still on-going in the Class, the equipment was well controlled and the class rules working well. Foil kiteboarding was highlighted as one of the most recent developments.

Markus Schwendtner gave a short presentation on the developments in Kiteboarding and the current good state of the Class Association.

## 9. Evolution of Olympic Equipment

The Committee noted the paper on the Evolution of Olympic Equipment which detailed the responses from the Olympic Classes on any proposed evolution of the equipment. Following the class responses the recommendation for evolution of Olympic Equipment is as follows:

- Any evolution of Olympic equipment shall be in accordance with Regulation 23.1.3(d).
- Evolution should focus on development, improvement and competitive longevity of equipment. The 470 and Laser should focus on longevity of sails and other equipment.
- Evolution should be as far as possible within the current Class Rules framework.
- Evolution should not narrow the weight range of the sailor for a particular class and not significantly change the average weight of the sailor.
- It is recognized that changes to the 49er spinnaker may alter the performance of the boat.
- It is suggested that the RS:X Class and ISAF should continue to work with the manufacturer on equipment evolution for well controlled one-design RS:X equipment.

This was unanimously agreed by the Equipment Committee.

## 10. Supplied Equipment at ISAF Events

The Committee received an update on supplied equipment at ISAF events from Jason Smithwick and discussed the options for future events.

The opinion of the sailors is balanced between supplied equipment of sailor's own equipment. The costs are for supplied boats at the Olympic Sailing Competition are covered by the manufacturer and not by the sailors or Rio 2016 Organising Authority.

It is the intention to supply boats for the 2014 Youth World Championship on the same basis as previous championships. A contract has been signed with the 2014 Organisers and ISAF will seek letters of intent from the appropriate regional equipment suppliers for Portugal. The number of boats required for this event makes it continually difficult to secure the required number of supplied boats from equipment manufacturers and distributors.

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### Opinion: Approve

*The Equipment Committee unanimously supported the paper on Supplied Equipment at ISAF Events.*

## 11. Equipment Rules of Sailing

Dimitris Dimou gave a verbal report on the ISAF Equipment Rules of Sailing Working Party on behalf of the Chairman of the Equipment Control Sub-committee who was unable to attend the meeting.

It was noted that there were a number of submissions from the RYA that would be reviewed by the Working Party as a first priority, in addition to a number of other issues that have come to light since the publication of the 2013-2017 edition.

The proposed date of 29/30 March 2014 for the next Working Party meeting was noted by the Committee.

## 12. Reports & Opinions of Equipment Committee Sub-committees

### (a) Equipment Control Sub-committee

A verbal report from Dimitris Dimou on behalf of the Chairman of the Equipment Control Sub-committee was received.

George Fundak raised the question of permitting lightweight lifejackets for use in light winds and a heavier weight lifejacket for use on windy days. There then followed a discussion on the validity of CE markings in lifejackets if there had been modifications made; however it was difficult to draw any firm conclusions other than to check lifejackets at events.

### (b) Class Rules Sub-committee

Bill Abbott reported on the activity of the Class Rules Sub-committee and was keen on starting a review of the existing ISAF Classes with an aim to encourage review and adoption of the Standard Class Rules citing some of Classic Classes as a good reason for this and stated that a number of ISAF Classes were in the same situation.

## 13. Reports & Opinions of Committees with Cross Representation

### (a) Special Regulations Sub-committee

A verbal report from the Chairman of the Special Regulations Sub-committee was received. Will Apold thanked the staff for the excellent work they have put into the re-write of the ISAF Offshore Special Regulations. It was also noted that the submission to permit carbon fibre stations had been approved by the SRSC and that a planned schedule for future work had been made.

### (b) Oceanic & Offshore Committee

Stan Honey gave a report from the Oceanic & Offshore Committee, noting that the meeting was due to be held the following day.

It was noted that since the ORC/IRC objective had been changed, the progress on developing the Universal Measurement System had been very impressive, with US Sailing and ORC working very quickly.

Stan Honey raised the issue of keel failures, which had been discussed by the Special Regulations Sub-committee when reviewing a summary of 72 known keel failures since 1984. He had personal knowledge of four boats, two of which were not on the list shown to the Committee. He was assured that the issue may have been solved by the introduction of the ISAF Plan Review process for Category 0-2.

## 14. Annual Report

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The Committee Chairman presented the annual report covering the period 1 January 2013 to date.

### **15. Any other Business**

The Committee noted that the proposed date for the mid-year meeting would be 8 May and it would be held in Southampton, UK. The Events Committee will meet the next day on 9 May and Executive Committee on 10 May.

Kim Anderson thanked the ISAF staff and the committee for the great work and support. There being no further business, the meeting closed at 1600.