Equipment Committee Minutes

The Equipment Committee met at 09:00 – 18:00 hours on Tuesday 9 November 2010 at the Divani Caravel Hotel, Athens, Greece.

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

1. Opening of the Meeting
   The Chairman opened the meeting by welcoming all committee members to the table.

2. Minutes of the Previous Meeting
   The minutes of the Equipment Committee meeting of 10 November 2009 were noted and approved. There were no matters arising not covered elsewhere on the agenda.

3. World Sailing Speed Record Council
   (a) Stan Honey gave a verbal report from the World Sailing Speed Record Council which highlighted the number of record attempts that have taken place over the past year and
that recently Kiteboarders had taken over the sailing speed record over 500m to over 55 knots, although this was still subject to ratification.

NOTE: The WSSRC Ratified Rob Douglas’ (USA) outright world sailing speed record of 55.65 knots over 500m on 8 December 2010.

4. Applications for ISAF International Status

(a) Nacra Infusion Class

The Committee reviewed the application from the Nacra Infusion Class for International status. The worldwide distribution of the Infusion was questioned by the committee and further clarification was sought from the Class representative, Hugh Styles provided this before the close of the meeting.

Georg Tallberg commented on the class rules who recommended some further work was required before they were in an acceptable format for adoption as an ISAF Class. Hugh Styles agreed to work through the outstanding issues with Georg Tallberg and the Secretariat Staff before the Council meeting.

On this basis the Committee voted 13 in favour with 2 abstentions of recommending approval of the Nacra Infusion application for International Class Status, subject to the class signing the agreement with ISAF.

**Recommendation to Council: Approve**

*Subject to satisfactory resolution of outstanding class rule issues prior to the Council meeting and signing the ISAF/Class agreement*

(b) Formula 16 Class

The Committee reviewed the application from the Formula 16 Class for International status. It was noted that the Formula 16 Class did not meet the numerical requirements for ISAF International Class status, but the class application does meet the requirements for Recognised status and it was unanimously recommended that the application for Recognised Class Status be approved, subject to the class signing the agreement with ISAF.

**Recommendation to Council: Approve**

*Subject to signing the ISAF/Class agreement*

(c) Maxi Class

The Committee reviewed the application from the Maxi Class for International status. Gianfranco Alberini informed the Committee of how the class has developed since their World Championships earlier in the year and the plans for the future.

On a vote of 12 in favour with 4 abstentions, it was agreed to recommend approval of the Maxi Class application for International Class Status, subject to the class signing the agreement with ISAF.

**Recommendation to Council: Approve**

*Subject to signing the ISAF/Class agreement*

5. Applications for ISAF Recognised Status

(a) 29erXX

The Committee reviewed the application from the 29erXX Class for International status. The worldwide distribution of the 29erXX was questioned by the committee and further clarification was sought. The Class representative, Jen Morgan-Glass informed the
committee that the numbers provided to ISAF prior to the meeting had since been improved upon; however they still did not meet the required numbers and the class requested this be waived as a special dispensation as provided for under Regulation 26.

After some discussion amongst the committee it was agreed that approving the application at this time was premature as the 29erXX did not fulfil a unique aspect of sailing and that the application for ISAF Class status should be deferred until the next meeting of the Equipment Committee by which time it may meet the numerical requirements of Regulation 26.

**Recommendation to Council: Defer**

_The 29erXX class does not yet meet the numerical requirements for ISAF Class status and so it is recommended this application is deferred until the next meeting of the Equipment Committee._

(b) Hobie Wildcat Class

The Committee reviewed the application from the Hobie Wildcat Class for Recognised status. David Brookes informed the Committee that the number of boats shown in the application had since been increased and they comfortably met the requirements for worldwide distribution. There were no further problems reported with the application and on a vote of 14 in favour with 2 abstentions it was recommended that the application for Recognised Class Status be approved, subject to the class signing the agreement with ISAF.

**Recommendation to Council: Approve**

_Subsject to signing the ISAF/Class agreement_

(c) Viper Class

The Committee reviewed the application from the Viper Class for Recognised status. There was some concern raised over the worldwide distribution and the total number of boats. Clarification was sought from the class representative Darren Bundock regarding the number of boats that had been sold to dealers around the world compared to the number sold to individuals. Bill Abbott suggested the class be given until the close of the meeting to confirm the numbers and inform the Committee. This was agreed and Darren Bundock was able to confirm that the number of boats shown in the application met the requirements of Regulation 26.

There were no further problems reported with the application and it was recommended that the application for Recognised Class Status be approved, subject to the class signing the agreement with ISAF.

**Recommendation to Council: Approve**

_Subsject to signing the ISAF/Class agreement_

(d) Class 40

The Committee reviewed the application from the Class 40 for Recognised status. Georg Tallberg gave the Committee a brief oversight into the class rules which have been developed in consultation with the Secretariat Staff. The difficulties with the class rules which have delayed the application in previous years have been largely overcome and they are now of an acceptable standard.

There were no further problems reported with the application and on a vote of 15 in favour with 1 abstention it was recommended that the application for Recognised Class Status be approved, subject to the class signing the agreement with ISAF.
Recommendation to Council: Approve

Subject to signing the ISAF/Class agreement and continued work with the class association on the class rules

6. Review of ISAF Class Status

(a) Laser SB3 Class

The Laser SB3 class was under review for not having a signed agreement in accordance with ISAF Regulation 26.

It was noted that since the agenda was published a signed agreement from the Laser SB3 Class has now been received by the ISAF Secretariat and no further action is required.

(b) Laser Vago

The Laser Vago class was under review for not having a signed agreement in accordance with ISAF Regulation 26.

It was noted that since the agenda was published a signed agreement from the Laser Vago Class has now been received by the ISAF Secretariat and no further action is required.

(c) International 11m Class

The International 11m Class was under review for non-payment of fees on new boats built and no signed agreement in accordance with ISAF Regulation 26. Despite the best efforts of the Secretariat to contact the Class and resolve the outstanding issues no progress has been made during the course of the year.

There have never been any ISAF plaques sold to the class and the class’ reaction to being informed it was under review was not constructive.

On a vote of 12 in favour and 2 abstentions it was agreed to recommend that ISAF Class Status be withdrawn from the 11mR Class. It was noted that if they subsequently wish to reapply for status, this would be considered in accordance with Regulation 26.

Bill Abbott commented that whilst the class would be very welcome to reapply, they should be required to pay all outstanding fees as a prerequisite.

Recommendation to Council: Withdrawal of ISAF Class Status

The Equipment Committee recommend the withdrawal of ISAF Class Status for failing to meet the requirements of Regulation 26.3

(d) X-99 Class

The X-99 Class was under review for non-payment of fees on boats built since 2001 in accordance with ISAF Regulation 26. Despite the best efforts of the Secretariat to contact the Class and resolve the outstanding issues no progress has been made during the course of the year.

Bill Abbott asked if there were any other reasons why ISAF Class Status should be removed and was informed that the class generally had very low participation at World Championships, without the required global distribution of boats and that there had been some changes made to the class rules without consulting ISAF.

On a vote of 13 in favour and 3 abstentions it was agreed to recommend that ISAF Class Status be withdrawn from the X-99 Class. It was noted that if they subsequently wish to reapply for status, this would be considered in accordance with Regulation 26.

Bill Abbott again highlighted that whilst the class would be very welcome to reapply,
they should be required to pay all outstanding fees as a prerequisite.

**Recommendation to Council: Withdrawal of ISAF Class Status**

The Equipment Committee recommend the withdrawal of ISAF Class Status for failing to meet the requirements of Regulation 26.3

(e) 2.4mR Class

The request for a One Design version of the class based on the Norlin Mk 3 was reviewed by the Equipment Committee. It was agreed that any One Design specification within the International 2.4mR Class wanting to be considered as a class in its own right should apply for ISAF Class status once it meets the requirements of the Regulations.

7. **Olympic Commission Report**

The Committee received a presentation from the Chairman of the Olympic Commission highlighting the Commission’s activities since the May meeting, and summarising the changes, clarifications and other recommendations in the Commission’s supplementary November report.

The presentation highlighted the value that sailing brings to the IOC Olympic Programme, and the opportunities and priorities for the improvement of sailing as an Olympic sport.

8. **Submissions**

**Administration**

(a) Equipment Committee Terms of Reference

Submission 008-10 from the Chairman of the Equipment Committee regarding the Equipment Committee Terms of Reference was noted by the Committee and it was unanimously agreed to recommend the submission be approved.

**Opinion: Approve**

**Advertising Code**

(b) ISAF Advertising Code – Regulation 20

Alberto Predieri presented submission 015-10 from the Executive Committee regarding the ISAF Advertising Code with a number of friendly amendments that had been made in meetings prior to the Equipment Committee, with the exception that the amendments proposed by the ISAF Classes Committee were not considered friendly and were not included in the amended version presented to the committee.

Georg Tallberg informed the committee of the Class Rules Sub-committee opinion that the Advertising Code should make the most use of RRS and ERS terms wherever possible. This was agreed by Alberto Predieri.

Rob Weiland (observer) from the TP52 Class Association commented that they would like any revisions to the Advertising Code to maintain the current situation as they find this works well within their class.

Georg Tallberg asked that the Advertising Code should remain stable for a period of time, then amended on a similar 4 year basis to the Racing Rules and Equipment Rules.

On a vote of 13 in favour, 1 against and with 1 abstention it was agreed to recommend the submission be approved with the friendly amendments as suggested.

**Opinion: Approve with the following amendment**
Support without the ISAF Classes Committee amendments regarding Regulation 20.2.3.2 and with the amendments made by the Class Rules Sub-committee if the Executive Committee feel they are considered friendly amendments:

To incorporate better usage of the ERS and RRS definitions within the proposed code. The changes should not change the original.

It is suggested that the following amendments are done:

""""""Racing"""" the period of time defined in the RRS

20.1.2 A definition in the singular includes the plural, in the masculine gender includes the feminine gender. A term used as defined in the Equipment Rules of Sailing (ERS) is printed in bold type and as defined in italic type as per the RRS.

Table 1 - Event Advertising
Allowed Advertising - see regulation 20.4.1

<table>
<thead>
<tr>
<th>Boat Type or Size</th>
<th>Hull</th>
<th>Boom Spars</th>
<th>Backstay and Kite line</th>
<th>Sails and Kites</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boat less than 2.5m hull length (↑)</td>
<td>On each side of the hull, but not aft of the longitudinal distance stated from the foremost point on the hull</td>
<td>On the forward part of each side of the boom spar</td>
<td>A flag, attached to the backstay or kite line, fitting in the following rectangle sizes (2)</td>
<td>On each side of the sail, placed between the sail numbers and the boom (wishbone) and aft of the foot median line</td>
</tr>
<tr>
<td>Boat between 2.5m and 8m hull length (↑)</td>
<td>Greater of 1m or 25% of hull length</td>
<td>Not exceeding 20% of the boom length</td>
<td>One flag 500mm x 750mm</td>
<td>No Advertising</td>
</tr>
<tr>
<td>Boat over 8m hull length (↑↑)</td>
<td>Greater of 2m or 20% of hull length</td>
<td></td>
<td>One flag (or up to two in case of a boat without centreline backstay) 1900mm x 1400mm</td>
<td></td>
</tr>
<tr>
<td>Windsurfer Windsurfer</td>
<td>No Advertising</td>
<td>No Advertising</td>
<td>No Advertising</td>
<td>Not exceeding 0.4 sq m</td>
</tr>
<tr>
<td>Kiteboard Kiteboard</td>
<td>Any 25% of the area of the top and bottom surfaces</td>
<td>Not applicable</td>
<td>Up to two flags 150mm x 150mm</td>
<td>No Advertising</td>
</tr>
<tr>
<td>Radio-controlled boat</td>
<td>40% of hull length</td>
<td>No Advertising</td>
<td>No Advertising</td>
<td>No Advertising</td>
</tr>
</tbody>
</table>
(1) In this table, the word ‘boat’ does not include windsurfers, kiteboards or radio-controlled boats.

Note the term racing should be changed to *italics* in the whole document.

A number of other small drafting errors were raised over use of plurals and ERS terms but without understanding the intent no formal recommendation could be made. e.g. kiteline or kitelines and the use of the term side(s) on masts

(c) ISAF Advertising Code – Sail Stickers for Sailor Identification

Submission 017-10 from the International 470 Class Association to allow each Olympic Class to have a space reserved on the sailors' sails for a national flag or a national flag and sailors' names was discussed by the committee. It was noted by several members of the committee that the use of flags on sails has been increasing in recent years.

Georg Tallberg added that the CRSC considered that the content of this submission would be better incorporated into RRS Appendix G rather than the Advertising Code, but would be happy if the matter was considered by the Advertising Code Working Party.

Luissa Smith (observer), 470 Class Manager commented that she would be happy to withdraw the submission once the friendly amendments made to Submission 015-10 had been approved by the Council.

On a proposal by David Brookes, seconded by Dimitris Dimou and a vote of 14 in favour, 2 against and with 2 abstentions it was agreed to recommend that this submission be approved.

*Opinion: Approve*

**ISAF Regulations 18 & 26**

(d) Class World Championship Regulations – Restructure of Regulations 18 and 26

Submission 064-10 from the Chairman of the Equipment Committee and the Chairman of the Events Committee regarding the restructuring of Regulations 18 and 26 was discussed in detail by the committee.

Jason Smithwick raised the question that if this submission is rejected, then what would be the action of the committee towards the 24 Classes do not meet the current Regulations. Jeff Martin (observer) answered by saying the regulations should be enforced as normal and that no class would have grounds for complaint if they had their ISAF Class status revoked on the grounds they no longer meet the requirements of the Regulations.

David Brookes noted there had been lots of discussion on this matter and he would like to see a revised working party produce a better regulation than currently exists. Kim Anderson was concerned that after all the discussion if the proposed new regulations are then rejected then it was a lot of wasted time and effort on the part of the working party. Bruno De Wannamaeker expressed the views of the Windsurfing and Kiteboarding Committee that they would like to see a member included on the working party in the future.

*Recommendation to Council: Reject*

*The submission needs further work before introduction. A revised and strengthened working party including ICC representation to present an amended submission in 2011.*

(e) Class World Championship Regulations – World Championship Requirements
Submission 065-10 from the Chairmen of the Equipment Committee and the Events Committee regarding participation requirements at World Championships was discussed together with submission 064-10 as they are intrinsically linked.

**Recommendation to Council: Reject**

The submission needs further work before introduction. A revised and strengthened working party including ICC representation to present an amended submission in 2011.

(f) **Designation as an International or Recognized Class**

Submission 134-10 from the Chairman of the Oceanic & Offshore Committee regarding proposed changes to Regulation 26.2 to allow the Oceanic & Offshore Committee to make recommendations on offshore boats gaining ISAF Class status was discussed by the committee who voted unanimously in favour of recommending the submission be approved.

**Opinion: Approve**

**Equipment Rules of Sailing**

The submissions relating to the Equipment Rules of Sailing were presented to the committee by Jan Dejmo, Chairman of the ERS Working Party who reminded the committee that 2011 was the last year when changes could be proposed for inclusion in the 2013-2016 ISAF Equipment Rules of Sailing and that members were encouraged to contribute items for discussion by the ERS Working Party.

(g) **Equipment Rules Administration**

Submission 009-10 from the Chairman of the Equipment Committee regarding Regulations 15 and 32 on Equipment Rules administration was noted and discussed by the committee.

Stan Honey raised concern that the offshore community should have the right to go directly to Council for changes to the ERS without consulting the Equipment Control Sub-committee. Georg Tallberg noted that Council members were not necessarily experts on the Equipment Rules and that there were already 2 members from the Offshore Special Regs Sub-committee and Oceanic and Offshore Committee on the Equipment Committee, through which they could express their opinion and raise any concerns.

**Opinion: Approve with the following amendment**

15.14.3 The Chairman of the Equipment Control Sub-committee shall appoint the members and chairman of the ERS Working Party.

32.1 Delete the current wording and replace with the following:

The Equipment Control Sub-committee is responsible for advising and making recommendations to the Council regarding The Equipment Rules of Sailing (ERS) and the various related subjects with which the ERS are concerned, which include but are not limited to fundamental measurement, certification control, and event measurement. Equipment inspection including sailing instructions concerning measurement and certification, equipment inspection, and matters relating to clothing and equipment controls and rules observance. Any such advice and recommendation shall be made after consultation with the Chairmen of the Racing Rules Committee, Equipment Committee, and the Oceanic and Offshore Committee, and be made through the Chairman of the Equipment Committee.

32.2.2 (e) the Oceanic and Offshore Committee, and;

(h) The Equipment Rules of Sailing: Introduction – Preamble
Submission 067-10 was reviewed by the committee who were in agreement with the proposal made by the Equipment Control Sub-committee to support the work of the ERS Working Party.

**Recommendation to Council: Approve**

*Support the recommendation from the Equipment Control Sub-committee to approve the submission.*


The Committee received submission 068-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve with the following amendment**

*Support the recommendation from the Equipment Control Sub-committee to approve the submission with the following amendments:*

A term used in its defined sense is printed in “**bold**” type if defined in the ERS and in “*italic*” type if defined in the RRS. Other words and terms are used in the sense ordinarily understood in nautical or general use in English.

(j) The Equipment Rules of Sailing: Introduction – Status

The Committee received submission 069-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve**

*Support the recommendation from the Equipment Control Sub-committee to approve the submission.*

(k) The Equipment Rules of Sailing: Introduction – Applicability

The Committee received submission 070-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve**

*Support the recommendation from the Equipment Control Sub-committee to approve the submission.*

(l) The Equipment Rules of Sailing: Introduction – Changes

The Committee received submission 071-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Deferr**

*Support the recommendation from the Equipment Control Sub-committee to defer the submission.*

(m) The Equipment Rules of Sailing: Part 1 – USE OF EQUIPMENT and new APPENDIX 1

The Committee received submission 072-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve**
Support the recommendation from the Equipment Control Sub-committee to approve the submission.

(n) The Equipment Rules of Sailing: B.10 CENTRE OF GRAVITY

The Committee received submission 073-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve**

Support the recommendation from the Equipment Control Sub-committee to approve the submission.

(o) The Equipment Rules of Sailing: New B.1 – POSITION OF EQUIPMENT

The Committee received submission 074-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Defer**

Support the recommendation from the Equipment Control Sub-committee to defer the submission.

(p) The Equipment Rules of Sailing: C.2.1 Class Rules

The Committee received submission 075-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve with the following amendment**

Support the recommendation from the Equipment Control Sub-committee to approve the submission with the following amendments:

**C.2.1 Class Rules**

The rules that specify:

the **boat** and its use, **certification** and administration.

the **crew**.

the **personal equipment**, and its use, **certification** and administration. **portable equipment**, and its use, **certification** and administration.

any other equipment and its use, **certification** and administration.

changes to the Racing Rules of Sailing as permitted by RRS 86.1(c).

The term includes rules of handicap and rating systems.

(q) The Equipment Rules of Sailing: C.3.2 Certify

The Committee received submission 076-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve**

Support the recommendation from the Equipment Control Sub-committee to approve the submission.

(r) The Equipment Rules of Sailing: C.3.3 Certificate
The Committee received submission 077-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve**

Support the recommendation from the Equipment Control Sub-committee to approve the submission.

(s) **The Equipment Rules of Sailing: C.3.4 Certification Mark**

The Committee received submission 078-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve with the following amendment**

Support the recommendation from the Equipment Control Sub-committee to approve the submission with the following amendments:

C.3.4 **Certification Mark**

Proof of successful certification control of a part requiring certification, attached or made by an official measurer, applied as required by the class rules or a certification authority.

(t) **The Equipment Rules of Sailing: C.4.4 Official Measurer**

The Committee received submission 079-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve with the following amendment**

Support the recommendation from the Equipment Control Sub-committee to approve the submission with the following amendments:

C.4.4 **Official Measurer**

A person appointed or recognised, by the MNA of the country where the control takes place, to carry out certification control and when the class rules permit, certification. An MNA may have delegated this responsibility.

(u) **The Equipment Rules of Sailing: C.5.4 Personal Floatation Device**

The Committee received submission 080-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve with the following amendment**

Support the recommendation from the Equipment Control Sub-committee to approve the submission with the following amendments:

C.5.4 **Personal Flotation Device**

Personal safety equipment, as required by the rules, as specified in the sailing instructions to assist the user to float when immersed in water as required by the rules.

(v) **The Equipment Rules of Sailing: C.6.1 Boat**
Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve with the following amendment**

Support the recommendation from the Equipment Control Sub-committee to approve the submission with the following amendments:

**C.6.1 Boat**

The equipment used by the crew to take part in a race.

It comprises includes

- hull(s),
- structure(s) connecting hulls,
- hull appendage(s),
- ballast,
- rig,
- sail(s),
- fittings,
- boat corrector weights and
- all other items of sports equipment used,

but excludes

- excluding consumables, and
- personal equipment and
- portable equipment.

**w) The Equipment Rules of Sailing: F.1.4 Spar Types**

The Committee received submission 082-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve**

Support the recommendation from the Equipment Control Sub-committee to approve the submission.

**x) The Equipment Rules of Sailing: G.1.3 Sail Types**

The Committee received submission 083-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve**

Support the recommendation from the Equipment Control Sub-committee to approve the submission.

**y) The Equipment Rules of Sailing: G.1.4(b) Ply**

The Committee received submission 084-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve**
Support the recommendation from the Equipment Control Sub-committee to approve the submission.

(z) The Equipment Rules of Sailing: G.1.4(m) Windows

The Committee received submission 085-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Defer**

Support the recommendation from the Equipment Control Sub-committee to defer the submission.

(aa) The Equipment Rules of Sailing: G.3 SAIL CORNERS

The Committee received submission 086-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve**

Support the recommendation from the Equipment Control Sub-committee to approve the submission.

(bb) The Equipment Rules of Sailing: H.1 CERTIFICATION CONTROL

The Committee received submission 087-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve**

Support the recommendation from the Equipment Control Sub-committee to approve the submission.

(cc) The Equipment Rules of Sailing: H.5.1 Conditions of Sail

The Committee received submission 088-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve with the following amendment**

Support the recommendation from the Equipment Control Sub-committee to approve the submission with the following amendments:

**H.5.1 Conditions of the Sail**

For measurement, the condition of the sail for measurement shall:

- be dry,
- not be attached to **spars** or **rigging**,
- have all battens removed,
- have pockets of any type flattened out,
- have just sufficient tension applied to remove wrinkles across the line of the measurement being taken, and
- have only one measurement taken at a time.

(dd) The Equipment Rules of Sailing: H.5.3 Excluding Attachments
The Committee received submission 089-10 from the Chairman of the Equipment Committee regarding proposed changes to the Equipment Rules of Sailing and were in agreement with the recommendation made by the Equipment Control Sub-committee.

**Recommendation to Council: Approve**

*Support the recommendation from the Equipment Control Sub-committee to approve the submission.*

**Olympic Events and Equipment**

(EE) 49er Gennakers for use at the 2012 Olympic Sailing Competition

The Committee received submission 066-10 from the Chairman of the Equipment Committee regarding the use of national flag gennakers for the 49er class at the Olympic Sailing Competition.

It was unanimously agreed this should continue for as long as the 49er is selected as equipment for the Olympic Sailing Competition.

**Recommendation to Council: Approve**

(ff) ISAF Olympic Events and Equipment Decisions

Submission 096-10 from the Executive Committee based on the recommendation of the Olympic Commission regarding changes to Regulation 16.1 based on the report from the Olympic Commission. After some discussion, a number of friendly amendments were proposed. These were unanimously supported. In a vote of 14 in favour with 2 abstentions it was agreed to recommend that the amended submission be approved.

**Recommendation to Council: Approve with the following amendment**

16.1.2(d) be attractive and accessible to young athletes from all continents, and of different size and weight, with a clear one step pathway from ISAF Youth to Olympic Events and Equipment;

16.1.8 ISAF shall review its Event and Equipment choices for the ISAF Youth World Championships, and for the Youth Olympic Games, following any change of Olympic Events or Equipment, to ensure that there remains a clear, single step pathway for MNAs and sailors from Youth to Olympic.

16.1.2(e) maximise the participation of the world’s best small boat sailors and showcase the diversity of the sport well.

(gg) Event and Equipment Decisions for the 2016 Olympic Sailing Competition

Submission 097-10 from the Executive Committee based on the recommendation of the Olympic Commission regarding additions to Regulation 16.1 based on the report from the Olympic Commission was considered by the committee.

Kim Anderson commented that doing equipment trials is a complicated process which is time consuming and has financial implications for those involved. Dina Kowalyshyn agreed with this matter. Georg Tallberg noted that designers and builders needed sufficient time to produce boats suitable to attend the trials. Dick Batt added that there is a protocol for equipment evaluation under development.

Bruno De Wannamaeker questioned the ‘Board Men & Women’ event and did this relate to Windsurfing or Kiteboarding as he would like to see both included. Bill Abbott noted that the Equipment Committee recommend the equipment to be used, even though the events are not yet fully known.

**Opinion: Approve**
Motion 1

The Equipment Committee should form a working party to develop a template for the equipment evaluation process. Evaluation of equipment requires careful preparation to completely investigate all available equipment. All stakeholders must be confident in the process.

Motion 2

The equipment suggested in vote 1 is appropriate for the events as presented. [11 in favour, 2 against and 4 abstentions]

Motion 3

The equipment suggested in vote 2 is appropriate for the events as presented. [9 in favour, 2 against and 6 abstentions]

(hh) Olympic Events 2016

The Committee noted submission 099-10 from the Ministry of Sport Affairs – Oman regarding the inclusion of a multihull event in the 2016 Olympic Sailing Competition.

**Opinion: No Recommendation**

*Should any multihull be selected the Equipment Committee is confident of being in a position to recommend equipment following an evaluation.*

(ii) Multihull in the 2016 Olympic Sailing Competition

The Committee noted submission 100-10 from South African Sailing regarding the inclusion of a multihull event in the 2016 Olympic Sailing Competition.

**Opinion: No Recommendation**

*Should any multihull be selected the Equipment Committee is confident of being in a position to recommend equipment following an evaluation.*

(jj) Equipment for the Olympic Sailing Competition

The Committee noted submission 101-10 from the International Formula 18 Class Association regarding the inclusion of a multihull event in the Olympic Sailing Competition.

**Opinion: No Recommendation**

*Should any multihull be selected the Equipment Committee is confident of being in a position to recommend equipment following an evaluation.*

(kk) Classes and Equipment for the Olympic Sailing Competition

The Committee noted submission 103-10 from the International Kiteboarding Association regarding proposed changes to Regulation 16.1.1(c) and the selection of equipment for the Olympic Sailing Competition based on the suitability for the chosen venue.

It was unanimously agreed that equipment selected for use at the Olympic Sailing Competition should not be venue specific and should be equally suited for use at other events such as the ISAF Sailing World Cup series.

**Opinion: Reject**

*Any equipment chosen for the Olympics should also be equally suitable for the Sailing World Cup series of events.*

(ii) Classes and Equipment for the Olympic Sailing Competition
The Committee noted submission 104-10 from the International Kiteboarding Association regarding changes to Regulation 16.1.6 and the selection of equipment for the Olympic Sailing Competition and unanimously agreed to reject the submission on the basis that submissions 096-10 and 097-10 from the Executive Committee based on the work of the Olympic Commission had already been recommended for approval.

Opinion: Reject

(mm) Classes and Equipment for the Olympic Sailing Competition

The Committee noted submission 105-10 from the International Kiteboarding Association regarding the inclusion of a men and women’s Kiteboarding event in the 2016 Olympic Sailing Competition and agreed to recommend rejecting the submission on a vote of 14 in favour and 1 against on the basis that this topic was under discussion in a number of other submissions.

Opinion: Reject

This is under consideration in other submissions and this would be a premature decision.

World Championships

(nn) ISAF Sailing World Championships

The Committee noted submission 106-10 from the Executive Committee based on the recommendation of the Olympic Commission regarding proposed changes to Regulation 17.2.1 and qualification events for the Olympic Sailing Competition but did not form any recommendation as it was considered to be a matter more for the Events Committee.

Opinion: No Recommendation

(oo) Class World Championships for Olympic Classes

The Committee noted submission 112-10 from the Executive Committee based on the recommendation of the Olympic Commission regarding the rights of Olympic Classes to hold an open Class World Championship but did not form any recommendation as it was considered to be a matter more for the Events Committee.

Opinion: No Recommendation

(pp) World Championships of the Olympic Classes

The Committee noted submission 113-10 from US Sailing regarding proposed changes to Regulation 18.2 and the rights of Olympic Classes to hold a World Championship in the year of the Olympic Sailing Competition but did not form any recommendation as it was considered to be a matter more for the Events Committee.

Opinion: No Recommendation

(qq) ISAF Classes World Championships

The Committee noted submission 116-10 from the International 49er Class, International 470 Class Association, International Finn Association, International Laser Radial Class Association, International Laser Class Association, RS:X Class Association and the International Star Class Yacht Racing Association regarding ISAF Classes eligibility to hold a Class World Championship but did not form any recommendation as it was considered to be a matter more for the Events Committee.

Opinion: No Recommendation
**ISAF Sailing World Cup**

(rr) ISAF Sailing World Cup

The Committee noted submission 109-10 from the Executive Committee based on the recommendation of the Olympic Commission regarding the introduction of new Regulation 17.3 concerning the ISAF Sailing World Cup but did not form any recommendation as it was considered to be a matter more for the Events Committee.

**Opinion: No Recommendation**

(ss) Sailing World Cup Hosts 2013-2016

The Committee noted submission 110-10 from US Sailing regarding proposed changes to the ISAF Sailing World Cup venues in forthcoming years but did not form any recommendation as it was considered to be a matter more for the Events Committee.

**Opinion: No Recommendation**

(tt) World Sailing Rankings

The Committee noted submission 117-10 from the International 49er Class, International 470 Class Association, International Finn Association, International Laser Radial Class Association, International Laser Class Association, RS:X Class Association and the International Star Class Yacht Racing Association regarding proposed changes to the sailing rankings system based on the ISAF Sailing World Cup results but did not form any recommendation as it was considered to be a matter more for the Events Committee.

**Opinion: No Recommendation**

**Racing Rules of Sailing**

(uu) Racing Rules of Sailing – APPENDIX B

The committee noted submission 186-10 from the Chairman of the Windsurfing and Kiteboarding Committee regarding proposed changes to RRS Appendix B, specifically the proposed change to B2.1 (f) and additional weight that may be carried.

Concerns were once again raised regarding the long term health risks associated with wearing additional weight. It was noted that the Speed Windsurfing Class were using weight jackets despite being approved as an ISAF Class with assurance from the class that this was not the case.

On a vote of 14 in favour with 1 abstention it was agreed to recommend rejecting this submission.

**Opinion: Reject**

9. **Submissions Deferred from the November 2009 Council Meetings**

   **Equipment Evaluation and Selection**

   (a) High Performance 2 Person Women’s Trial

   Submission 070-09 from the Danish Sailing Federation regarding a further High Performance 2 person women’s evaluation event was discussed.

   Dina Kowalyshyn noted that since this submission had been deferred, the implementation date for Phase 2 was now not feasible and that it should be changed to read ‘2011’ and that the trials be completed regardless of whether or not the resulting equipment is then selected for use at the Olympic Sailing Competition.
Georg Tallberg was of the opinion it would be better to wait until the events for the Olympics were known as organising equipment trials is time consuming and expensive.

On a vote of 12 in favour with 2 abstentions it was recommended that the submission be approved and that the equipment trials be completed.

**Recommendation to Council: Approve with the following amendment**

*That the incomplete High Performance 2 person Women's Trial be completed by organising 'Phase 2'.*

(b) High Performance 2 Person Women's Trial

Submission 071-09 from the Royal Yachting Association regarding a further High Performance 2 person women's evaluation event was discussed along with submission 070-09 as they are related to the same topic.

**Recommendation to Council: Approve with the following amendment**

*That the incomplete High Performance 2 person Women's Trial be completed by organising 'Phase 2'.*

(c) Windsurfing Equipment Evaluation

The Committee were informed that submission 072-09 from the International Funboard Class Association had been withdrawn.

(d) Selection of Windsurfing Equipment

The Committee were informed that submission 083-09 from the Polish Yachting Association had been withdrawn.

(e) Classes and Equipment for the Youth Olympic Sailing Competition

The Committee noted submission 094-09 from the Federación Argentina de Yachting and the Yacht Club Ypacarai had been withdrawn.

**Tracking**

(f) Suggested Tracking System, Controlling of Starting Line and the Course

Submission 082-09 from the Hungarian Yachting Association and the Russian Yachting Federation regarding an invitation to tender and mandatory use of tracking systems for Olympic and ISAF events was noted by the Committee.

**Opinion: Reject**

*The Equipment Committee maintain their opinion from last year and believes in this project, but does not believe the technology is ready yet. We are waiting for a standard to be proposed.*

(g) Tracking System (SWC and Grade 1/2)

Submission 088-09 from the Deutscher Segler-Verband (DSV) regarding Introduction of standards for the usage of tracking systems for tracking and race management was noted by the Committee.

**Opinion: Reject**

*The Equipment Committee maintain their opinion from last year and believes in this project, but does not believe the technology is ready yet. We are waiting for a standard to be proposed.*

(h) Tracking System
Submission 089-09 from the Polish Yachting Association regarding prescribing mandatory use of a tracking system for ISAF Events including ISAF Sailing World Cup Events was noted by the Committee.

**Opinion: Reject**

The Equipment Committee maintain their opinion from last year and believes in this project, but does not believe the technology is ready yet. We are waiting for a standard to be proposed.

10. **Submissions Deferred from the November 2008 Council Meetings**

(a) 2016 Olympic Sailing Competition - Events

Submission 084-08 from the Fédération Française de Voile regarding events for the 2016 Olympic Sailing Competition was noted by the Committee.

**Opinion: Reject**

This is under consideration in other submissions and this would be a premature decision.

(b) Olympic Sailing Competition - Equipment

Submission 085-08 from the International Formula 18 Class Association regarding equipment used at the Olympic Sailing Competition was noted by the Committee.

**Opinion: Reject**

This is under consideration in other submissions and this would be a premature decision.

(c) Olympic Sailing Competition - Events

Submission 086-08 from the International Dart 18 Class Association regarding events to be permanently included in the Olympic Sailing Competition was noted by the Committee.

**Opinion: Reject**

This is under consideration in other submissions and this would be a premature decision.

(d) Olympic Sailing Competition - Events

Submission 087-08 from US Sailing regarding events to be included in the 2016, 2020 and 2024 Olympic Sailing Competition was noted by the Committee.

**Opinion: Reject**

This is under consideration in other submissions and this would be a premature decision.

(e) 2016 Olympic Sailing Competition - Events

Submission 088-08 from the International Tornado Class Association regarding events at the Olympic Sailing Competition was noted by the Committee.

**Opinion: Reject**

This is under consideration in other submissions and this would be a premature decision.
11. **Championship Rules**

   (a) Bill Abbott gave a short verbal report on the work of the Championship Rules Working Party. He explained that progress had been slow during 2010 and that a paper would be presented to the committee at the next meeting of the Equipment Committee on developments.

12. **In-House Certification**

    The Committee were updated on the ISAF In-House Certification Seminar which was held on 5 November and very well attended by representatives from class associations, MNAs, manufacturers as well as those interested in finding out more about the progress of the IHC scheme.

    2010 has been a very good year for the IHC scheme with sailmakers in the USA and Italy now involved. The Japanese Sailing Federation has taken over the role of Authorizing Authority for the scheme in Japan from ISAF who had been acting on their behalf.

    The ISAF Staff continue to remain positive the scheme will be further successful and it is hoped that as some of the bigger sailmakers are now involved in the scheme, the volume of IHC certified sails appearing at events would encourage other classes and their sailmakers to get involved. Information is updated on [www.sailing.org/ihc](http://www.sailing.org/ihc) as it becomes available.

13. **Equipment and Event Equipment Inspection Policy**

    Ken Kershaw presented a paper outlining a number of changes that could be made to streamline the equipment control and inspection processes.

    It was agreed that there was a confusing situation within the current ISAF Regulations and documents and this would go some way to resolving the problems highlighted in the paper.

    The committee supported the recommendations laid out in the paper. The Chairman thanked Ken Kershaw for his presentation and the work undertaken so far.

**Opinion: Approve**

The Equipment Committee support the recommendations presented in the supporting paper which are as follows:

1. Circulate this paper to as many stakeholders as possible seeking comment and opinions.
2. Form a Working Party to receive the stakeholders responses and to develop firm proposals and/or submissions for changes in ISAF Regulations and other relevant documents based upon such and the content of this paper. Should any proposals and/or submissions relate to committees other than the Equipment Control Sub-Committee then full consultation with those committees chairman should be undertaken. This work and suggested proposals and/or submissions for change to be reported to Equipment Control Sub-Committee at next year’s conference.
3. Urge the ERS Working Party to consider and adopt the suggestions in this paper concerning the ERS.
4. Urge ICAs to, where possible, adopt standard methods of equipment control. To facilitate this ISAF should host an ICA Equipment Control seminar to enable an exchange of existing control methods with a view to developing standard methods.

14. **Reports & Opinions of Equipment Committee Sub-committees**

   (a) **Equipment Control Sub-committee**

    Jan Dejmo briefly reported on the work of the ERS working party to date and that a successful meeting had occurred in Southampton earlier in the year where the
submissions had been drafted, and encouraged further communication and discussion of items within the ERS requiring further development.

The ERS submissions which the EQSC recommended to be deferred will be worked on in more detail and re-presented at the 2011 Annual Conference along with any further areas of the current book that require further development.

It was noted that the ERS working party hoped to meet early in 2011 and that this would be the last year for submissions to change the ERS for 2013-2016. Committee members were encouraged to provide input to the development of the ERS.

(b) Class Rules Sub-committee

Georg Tallberg, Chairman of the Class Rules Sub-committee gave a short report from the meeting held on Sunday 7 November. The class rule change process was explained as well as plans for future revision of the system to include a more staff driven process. It was requested to the Equipment Committee that the Standard Class Rules Working Party could be reconvened to develop the template for more “manufacturers controlled” classes.

15. Reports & Opinions of Committees with Cross Representation

(a) Special Regulations Sub-committee

The committee received a verbal report from the Chairman of the Special Regulations Sub-committee.

(b) Oceanic & Offshore Committee

The committee received a verbal report from the Chairman of the Oceanic & Offshore Committee.

16. Annual Report

The Chairman informed the rest of the Committee he would distribute the annual report covering the period 1 January 2010 to 31 December 2010 in due course.

17. Any other Business

The Chairman thanked the Committee for their ongoing work and there being no further business the meeting closed at 1800.